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The Hongkong Telegraph

FOUNDED 1861

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SATURDAY

FEBRUARY 9

1924

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NEW HONOURS' LIST.

FORMER HONGKONG RESIDENT HONOURED.

(Reuter's Service.)

London, February 8. The list of Honours conferred in consequence of the resignation of Mr. Baldwin as Premier, comprise one new Peer, five new Privy Counsellors, nine new Baronets and 16 new Knights. Sir John G. Butcher has received a Baronet.

Sir Gershom Stewart. The Knighthood of the British Empire has been conferred on Mr. Gershom Stewart, for Colonial and Imperial services. [Mr. Gershom Stewart was from 1882 till 1906 engaged in business in Hongkong as a bullion broker, being for some years a member of the Legislative Council and holding various public offices. Since 1910 he had represented the Wirral Division of Cheshire as a Unionist, but lost his seat at the last election. He was a brother of the late Mr. Murray Stewart, so well-known here.]

FORTY-EIGHT HOUR WEEK URGED.

SUGGESTION THAT BRITAIN SHOULD LEAD.

London, February 8. A deputation from the Trade Union Congress has waited on the Minister for Labour and urged that immediate steps be taken to give legislative effect to the Washington Convention with regard to a forty-eight hour week. The deputation quoted statements in support of its contention that ratification of the Washington Convention in foreign countries was largely held up by Britain's attitude and there had therefore been a tendency to lengthen the hours of labour.

PRINCE OF WALES' ACCIDENT.

PATIENT PROGRESSING FAVOURABLY.

London, February 8. The Prince of Wales' collarbone is broken in a simple fracture. It was surgically attended by a London specialist. The Prince is in bed at York House and as comfortable as the circumstances will permit. Sir Stanley Hewett issued a bulletin this afternoon stating there were no complications and the Prince is progressing favourably.

RUSSIA'S NOTE TO BRITAIN.

London, February 8. It is understood that the Russian reply to the British Note according recognition is being handed to the Foreign Office to-day. It closely follows the lines of the recent resolution by the Council of Soviets.

London, February 8. The Russian Note to Britain is couched in diplomatic language. It expresses readiness to replace the Treaties which have been denounced or have lost their juridical force in consequence of events during or after the war. The Soviet Government will therefore send plenipotentiaries to London whose tasks will also include the settlement of mutual outstanding claims and obligations, as well as the determination of means to restore Russia's credit in Britain. The Soviet emphasises that mutual confidence of non-interference in internal affairs must remain an indispensable condition for the development of friendly Anglo-Russian relations. The Note intimates the appointment of M. Rakosky as Charge d'Affaires, pending the appointment of an Ambassador.

THE LLOYD GEORGE INDISCRETION.

London, February 8. Mr. Lloyd George has returned to the Foreign Office the proofs of the French Yellow Book which caused the recent controversy. It is stated on good authority that M. Poincare has intimated that so far as he is concerned the incident may be regarded as closed.

AUSTRALIAN GOVERNMENT LOAN.

Melbourne, February 8. The prospectus is issued of the Federal Government's 25 million sterling loan at six per cent. issued at par. The lists will close on March 18th.

EXECUTION BY LETHAL GAS.

Carson City (Nevada), February 8. The first execution by lethal gas in American history has been carried out in the case of Gee Jon, a Chinese convicted of murder.

THE OPIUM QUESTION.

Berne, February 8. The Federal Council has approved of a Bill and statement regarding the approbation of the International Opium Convention.

GERMAN SEAMEN'S STRIKE ENDS.

London, February 8. The strike of German seamen in British ports is off, negotiations having been agreed upon.

AMERICAN OIL SCANDAL.

Washington, February 8. The Oil Lease Committee will hear Mr. McAdoo, at his own request, to-morrow.

OBITUARY.

Paris, February 8. The death is announced of M. Lafitte, the Chairman of Havas News Agency.

(Reuter's American Service.)

THE HONDURAS REBELLION.

Washington, February 8. The cruiser Rochester has proceeded to Honduras in response to an appeal by American residents.

(Other Telegrams on Page 2.)

SUICIDE SENSATION.

LOCAL SPORTSMAN'S SAD END.

MR. H. H. DAY SHOTS HIMSELF.

Having, it is said, previously written notes to his mother and a colleague in the Electric Works, as well as penned something in his pocket-book to the effect "Damn the East and its falseness," Mr. H. H. Day, a well-known local sportsman, yesterday committed suicide by shooting himself. The deceased gentleman, who resided in Kowloon, was a very keen Rugby footballer, having represented Hongkong in the recent match against Shanghai, whilst he was also well known as a promising young cricketer, playing for the H.K.C.C. second eleven. He was due to go Home next year, when he intended getting married.

Although no motive is known for the taking of his life, there appears to be little doubt that the late Mr. Day had premeditated the act. He had ordered a motor car to be outside the Electric Works meter department in Sutherland Street, at 2 o'clock yesterday afternoon, but he did not turn up until about an hour later. After hesitating which direction he would take, he told the Indian chauffeur to drive him out to Jubilee Road. Having reached the house known as "The Blarney Stone," Mr. Day got out of the car and walked in a westward direction. He had not been long out of the chauffeur's sight, round a corner in the road, when the latter heard a shot. Fearing that something untoward had occurred, the chauffeur hastened in the direction which Mr. Day had taken, but before he reached the corner he heard three more shots. On getting within sight of Mr. Day, the chauffeur was horrified to see the latter with a revolver in his hand. Almost immediately, having said something to the effect that he was going to shoot himself, Mr. Day put the revolver to his head and fired. He instantly fell to the ground.

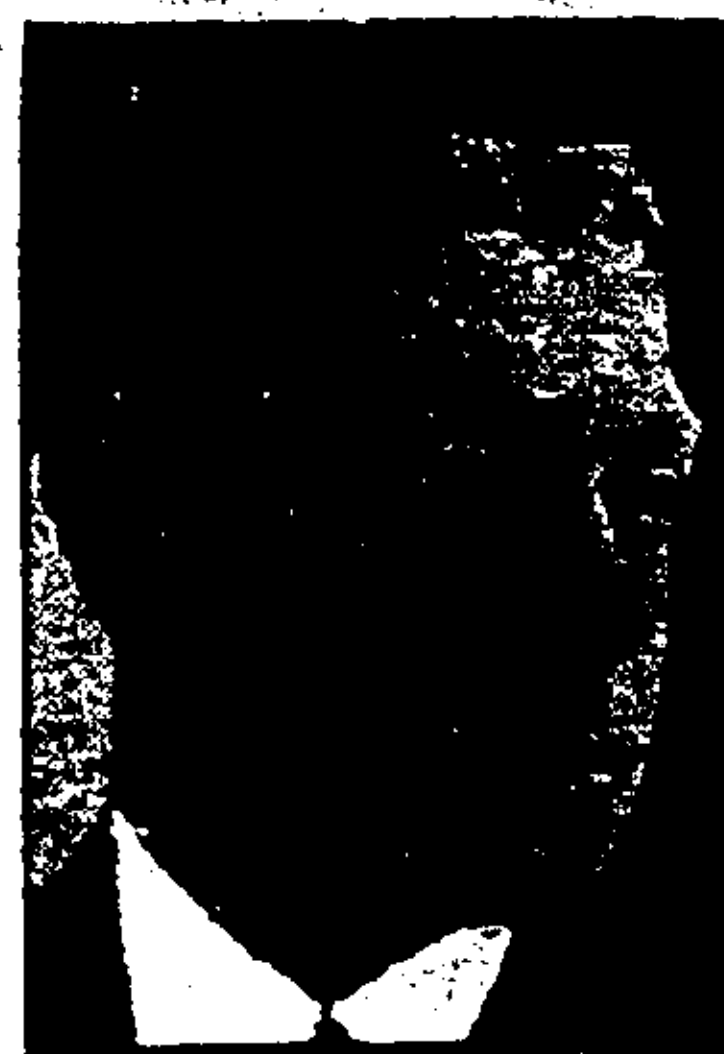
The chauffeur, greatly alarmed at the occurrence, immediately rushed back in the car to the meter office, where he reported the affair. The police were then informed and Inspector Grant, of No. 7 Station, hastened to the scene of the tragic occurrence, where Mr. Day was found lying on the road still alive. Eventually, he was removed to the Government Civil Hospital, but his condition having been hopeless from the start, he died shortly after 8 o'clock last night. It was found that he had a shot wound behind the right ear, whilst another bullet had penetrated the brim of his hat. When the revolver was examined it was discovered that only one live cartridge remained in the six chambers.

The late Mr. Day was extremely popular with all who enjoyed his friendship. He was of a particularly bright and cheery disposition, and as one of his friends said this morning, he was the last man one would expect to take his own life. The late Mr. Day joined the Electric Company in May, 1920, in the capacity of assistant meter superintendent. He was a native of Huddersfield. He was 30 years of age. The funeral takes place at Happy Valley this evening, passing the Monument at 5 p.m.

SIAM AND AVIATION.

There is now a total of 77 aeroplane landing grounds in Siam including Don Munang aerodrome and the Customs aerodromes at Songkhla, Ubol and Chiangmai. Each of these landing grounds covers an area of more than 500 metres square. The Bangkok Times says that in order to distinguish letters sent by aerial mail the ordinary postage stamps are cancelled with an inscription of an aeroplane, but a more practical scheme is being devised.

HUNTING ACCIDENT.



The Prince of Wales.

who has met with a hunting accident, breaking his collarbone.

HUMPHREY'S ESTATE.

TO-DAY'S COMPANY MEETING.

The ordinary annual general meeting of Humphreys Estate and Finance Co. Ltd., took place at the Hongkong Hotel this morning. Mr. Henry Humphreys presided and there were also present, the Very Rev. Father Robert, the Hon. Mr. A. O. Lang, Mr. J. Scott Harrison, Mr. W. L. Fattenden, and Mr. J. M. Alves (Directors), Mr. G. Rapp (Secretary), and Messrs. L. S. Greenhill, D. E. Clark, J. H. Hennessey, Seth, Felix M. Ellis, M. A. Rayack, Mr. Fernandez, and J. D. Humphreys (shareholders).

The notice of meeting having been read.

The Chairman said:—Gentlemen.—The report and statement of accounts, with auditors' report, having been in your hands for the past twelve days, I propose, with your permission, to adopt the usual procedure and take them as read. As regards the accounts, I think you will agree with me that they are quite satisfactory. They call for little comment. Profit on sales of property is \$25,933.26 less than last year; on the other hand, revenue from rent shows an increase of \$45,552.21. The amount at credit of Special Repairs and Renewals Account has been reduced to the low figure of \$1,488, as shown in the accounts; your directors therefore propose to transfer a sum of \$10,000 from profits to the credit of this account. The typhoons and floods of 1923, especially the latter, caused some damage to our properties, particularly those on the May Road level. The proposed transfer of \$10,000 to the credit of Typhoon and Floods Insurance Fund will be more than sufficient to repair the damage. I trust the proposed allocation of \$50,000 to Reserve Fund, and the proposed distribution of profits will meet with your approval. I have no further remarks to make and now propose that the report and statement of accounts as presented be adopted. After this has been seconded, I shall be pleased to answer any questions in connection with the accounts shareholders may wish to ask. Mr. Greenhill seconded the adoption of the report and accounts, which was unanimously agreed to without question. The retiring Directors—all the Board with the exception of the Chairman—were unanimously re-elected, on the proposition of the Chairman, seconded by Mr. Seth.

It was proposed by Mr. Clark and seconded by Mr. Fernandez that Messrs. Perry Smith, Seth and Fleming and Messrs. Linstead and Davis be re-elected auditors at a remuneration of \$250 each. This was unanimously agreed to. The meeting closed with the Chairman announcing that dividend would be ready on Monday.

BANK MYSTERY.

MISSING CHEQUE FOR \$40,000.

A SHROFF'S ABSENCE.

As the result of a report made by the Comptroller Department of the Hongkong and Shanghai Bank, the police are endeavouring to clear up a mystery concerning the disappearance of a cheque for \$40,000 and the possibility that the monies paid out by the Bank on it were obtained by forgery or embezzlement.

So far as can be ascertained, a sum of \$40,000 was paid out by the Chinese cashier on a cheque for this amount just before the Chinese New Year, and the cheque was laid away in a drawer with others for the purpose of its being entered up at a more convenient moment. When the cashier came to look for it, however, it had disappeared. The matter was laid before the police, and one of the shroffs in the Bank was requested to attend at the Central Police Station after the Chinese New Year. He did not do so, and, on going to his residence, the discovery was made that he had left with his family.

It was stated that the missing man occupied a responsible position at the Bank, inasmuch as it was his duty to act as the carrier of monies between the cashier and the paying-out shroff at the counter. It appears that, with the disappearance of the cheque, the department is at a loss to know the firm against whose account this large sum was paid out.

"GLOBE TROTTERS."

BRIGHT OPENING SHOW.

An all-round clever entertainment was given by "The Globe Trotters" at the Star Theatre last night before a fair attendance. The return of Mr. Jack Crichton to the Colony was the occasion of an ovation, and it looked like old times to see this clever comedian taking the boards in his usual breezy way. Fun and absurdity—plenty of it—were presented to an appreciative audience, and Mr. Dick Norton won for himself a warm corner in their hearts by his taking way he had with his presentation of the comical element in the show. Miss Leila Forbes in the show. Miss Forbes was brimful of sentiment, humour and entertainment, and it went with a swing from the start to finish. To-night the Company is appearing again at this Theatre.

DAY BY DAY.

Twelve boatpeople were charged before the Marine Magistrate this morning with allowing their boats to lie inshore during prohibited hours. Owing to the fact that it was just after the Chinese New Year, they were cautioned.

Rear-Admiral H. L. Holder died on Jan. 5 at his home in his ninety-second year. He entered the Royal Navy as a midshipman in 1846. After taking part in the operation in the Black Sea and the Baltic in the Russian War, he commanded the gunboats Bomber and Cockchafer on the China Station, took part in suppressing the Taipings Rebellion, and being present at the attack on the Straits of Malacca in 1864.

For these services he was again mentioned in dispatches, receiving the Cross of St. Michael and St. George, and the Order of the Bath. He was also mentioned in dispatches for his services in the suppression of the Boxer Rebellion, and for his services in the suppression of the Boxer Rebellion, and for his services in the suppression of the Boxer Rebellion.

LAST NIGHT'S BOXING.

DISAPPOINTING END TO BIG EVENT.

There was some very good boxing at the Theatre Royal last night, with plenty of clean sport, and the packed house had an enjoyable evening while they waited for the big event—the featherweight championship of the Colony—in which S. P. O. Jim Cartledge was to meet A. B. Chadwick. This bout, however, ended in a few seconds, Cartledge being disqualified for an accidental foul. It was a keen disappointment, tempered by the subsequent announcement that the men would meet again on the 18th of this month.

The bouts opened with a six-round contest between two welterweights—A. B. Edwards of H.M.S. Despatch (148 lbs.) and Pta. Pooley of the 1st Bn. East Surreys (145½ lbs.). This was a surprise, lasting barely over 30 seconds. Pooley was immediately all over his man, whom he dazed with several blows to the jaw. Edwards was sent to the ropes, and then to the boards several times, and his seconds threw in the towel, thus saving him from a K.O.

Probably the best fight of the evening was a six-round featherweight contest between Corporal Eades, East Surreys (128 lbs.), and Telegraphist Bates, H.M.S. Titania (125 lbs.). This went the full distance, and Bates just won on points, the loser also being cheered for a plucky exhibition. The first round showed Bates up better, but the second was more even. After some rather wild hitting in the third round, Eades was twice sent to the boards, but rose to continue unsteadily; but Bates was also tiring. Both men were obviously very fagged in the fourth round, and the close of the fifth found them decidedly groggy. The final round was brisker, and fairly evenly contested. As stated, Bates had the verdict.

A very plucky loser was seen in the third fight, when Lee, Corpl. Major, East Surreys (113½ lbs.) met A. B. Patmore, H. M. S. Ambrose (113). The first round was easily Major's, who got home repeatedly on Patmore's left ribs. In the second round the naval man was badly punished, and bled freely but fought back gamely. He was floored in the third round, and rose very groggy, being saved from further punishment by the gong. In the fourth round Patmore was obviously a beaten man, but Major seemed unable to knock him out. In the fifth round, Patmore exhibited great stamina, standing up well to his opponent, and also lasted out the sixth. Major was an easy winner on points.

The next fight finished in the fourth round. This was a contest between two lightweights, Bandman Wareham, East Surreys (135) and A. B. Bland, H. M. S. Despatch (132). The first round was even. It opened briskly, and there was a rapid exchange. Wareham was cautioned for hitting low. The second round was even, but the third saw Wareham getting ahead. He was again cautioned. In the fourth round Bland was knocked on the ropes, struggling back to the middle of the ring in a very distressed state and quite dizzy. The referee thereupon stopped the fight and awarded it to Wareham.

A good contest was expected from the encounter between the welterweights—Sergeant Tribe, R. G. A. (145½) and S. P. O. Hector, H. M. S. Durban (143). This went the full six rounds, with Tribe making a poorer show than his partisans expected. The first round was even, both men sparring warily for an opening. The second round was Hector's, and the naval man went further ahead in the third round. There was a good deal of clinching in the fourth round, and the count of 6 and not eventually just before the gong went. The fifth and sixth rounds were easily

THE COMING RACES.

TO-DAY'S TRAINING TIMES.

With the Race Meeting only eleven days off, growing interest is being shown in the training at Happy Valley, where the customary enthusiasts assemble in considerable numbers in the early morning hours. The following were amongst the times "clocked" to-day:

Spotted Sand—47: 1.23; 3.07; 2.43; 3.21; 3.33; last quarter, 31. Rialto Star—56: 1.16.4; 1.43; 1.4; 3.21. Benz—59: 1.11.2; 1.46.2; 3.21.2; 2.53.4; 1.4; 3.22. Benachie—41: 1.19; 1.53.2; 3.03.3; 3.38.2; 1.4; 3.4. King Alfred and King Canute—35.2; 1.11; 1.45.2; 2.19.4; 1.4; 3.42.

Kupi and Gaudy—41.2; 1.21; 1.56.2; 2.33.2; 3.03.3; 3.43.3; 1.4; 3.5.

Yellow River and Snodgrass—37: 1.17; 1.51; 2.25; 1.4; 3.4. Dark Mouse and Uncle Bob—40: 1.16.2; 1.50.2; 2.23; 1.4; 3.22. Silver Jubilee—40.3; 1.12.2; 2.01.2; 2.39.2; 3.16.2; 3.33; 1.4; 3.53.

Brackenfield and Hannahfield—45.3; 1.25.2; 2.02; 2.37.2; 3.12.4; 3.44; 1.4; 3.51.

Silver Leaf—41: 1.18; 1.54; 2.33; 3.08; 3.40.5; 1.4; 3.53.

Cock o' the North—44: 1.24; 1.59.3; 2.36.2; 3.12.2; 3.44; 1.4; 3.51.3. Konnington—38.3; 1.16.4; 1.48; 2.22.4; 2.56.3; 3.34.3; 4.11; 1.4; 3.51.3. Baronsfield—46: 1.23; 2.06.2; 2.43; 3.15; 1.4; 3.52.

Clover Leaf—36.1; 1.11.4; 1.44; 2.21.4; 2.58.2; 3.33.1; 1.4; 3.44.

Arizona—40: 1.20; 1.59; 2.35.2; 3.12; 3.47; 4.20; 1.4; 3.53.

Fern Leaf—39: 1.16; 1.51; 2.25; 2.59; 3.30.1; 1.4; 3.51.

Oak Leaf—40: 1.18.2; 2.33.2; 2.28.2; 3.00; 1.4; 3.51.3.

TO-DAY.

Closing Exchange 2s. 4. 1/16. Lighting Up-Time 6.16 p.m.

Hector's, and he won on a big margin.

AN UNFORTUNATE FINISH.

After an interval of fifteen minutes, S.P.O. Cartledge, 125½ lbs. of the Royal Naval Yard (Imperial Services Featherweight Champion) met A. B. Chadwick, 125½ lbs. of H.M.S. Marston (Lightweight Champion of the Colony) for the Featherweight Championship and the Scott-Harston Belt. They met for less than half a minute. It was difficult to follow the blow which earned a disqualification, but Chadwick appeared to raise himself from a clinch at the same moment that Cartledge hit downwards at the solar plexus. The result was that the blow landed low, and Chadwick was temporarily hors de combat. He wanted to continue, but there could only be one decision—he was the winner on this accidental foul.

Mr. J. Brook announced that Cartledge and Chadwick would meet again on February 18th.

A. B. Eardley, H. M. S. Ambrose (137½) met P. T. L. Harris, H. M. S. Durban (134½) in the final contest of the evening over ten rounds. Eardley showed up slightly better in the first round; the second was even; but in the third Harris was sent to the ropes. He improved in the fourth round, but fell away again in the fifth. The result was a five-round decision in favour of Eardley, and he got the decision in a decidedly uninteresting contest.

Among the keen ring-side on-lookers were H.B. the Officer Administrator of the Government (S.P.O. Cartledge), the Chief Justice (Sir John G. Butcher), and Mr. Justice (Mr. J. G. B. Butcher), and many other prominent figures. The race meeting is expected to be a very successful one.

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EARLIER TELEGRAMS.

PRINCE OF WALES INJURED.

London, Feb. 8.
The Prince of Wales broke a collarbone while exercising his
hunter this morning at Billington Manor, near Ascott.
The Prince spent the night at Montmore Mansions, with Lord
Dalmeny, prior to the meet of the Whaddon Chase hounds at Ascott.
In the early morning he took his hunters to Billington Manor, the
residence of Sir Richard Cooper, and was jumping a fence when
the horse fell. The Prince pitched on his shoulder. He immediately
rose and tried to remount; but his Equerry said, "I believe you have
broken your collarbone." The Prince replied, "Yes, have me taken
to Leighton Buzzard." The Prince was medically treated and sub-
sequently was driven back to Montmore, with shoulder bandaged,
but smiling.
Later, it is officially stated that the Prince of Wales' collar-
bone is broken very slightly. He is returning to London at noon.
—Reuter.

GANDHI'S VIEW OF INDIAN MATTERS.

Bombay, Feb. 8.
The first pronouncement of Gandhi's views since his release
takes the form of a letter addressed to Mohamed Ali, deploring
Hindu-Muslim disensions, and declaring that without the unity
of all communities all talk of "Swaraj" will be idle. The only
remedy for the growing pauperism in the land is the spinning wheel.
Two years' solitude and hard thinking in gaol has made him a firm
believer in the efficacy of the constructive programme, to carry out
which they need never resort to civil disobedience, though his
belief in the efficiency of such a method is unshaken. He con-
cludes by urging his followers not to quarrel with the Moderates,
adding, "Englishmen too are our friends; the struggle against the
system is not against Englishmen, but against the administering
of it."—Reuter.

PROTECTION PROGRAMME ABANDONED.

London, Feb. 8.
It is understood that yesterday's meeting of Unionist leaders,
convened by Mr. Baldwin, including Lord Balfour, Lord Birkenhead,
and Mr. Austen Chamberlain, resolved, in view of the verdict of
the electorate, to eliminate the general protectionist policy from the
party's programme, but, to still advocate a tariff to protect parti-
cularly depressed industries, which prove the necessity to the satis-
faction of the Board of Trade. They also decided to maintain the
principle of Imperial Preference, within the limits laid down by the
Imperial Conference.—Reuter.

GERMANS IN NEW GUINEA.

London, Feb. 8.
It is reported from Amsterdam that the scheme of a German
group for exploitation of parts of Dutch New Guinea is causing
uneasiness in Holland. The Minister for the Colonies, replying
to members of the Second Chamber, declared that public authority
would not be given to the concessionaires, but some distrust is still
expressed by the Press.—Reuter.

AMERICA INDIGNANT.

New York, Feb. 8.
The indignation that has been aroused throughout the country
by the neglect of the German Embassy to half-mast their flag in
honour of the late Mr. Wilson, is reflected in a statement in the
Tribune that some financial circles are of opinion the incident may
seriously affect prospects of any German loan from America.—
Reuter's American Service.

THE LLOYD GEORGE "INTERVIEW."

Paris, Feb. 8.
With extraordinary unanimity the papers refer to the excellent
impression created by the British Government's attitude with regard
to the Lloyd George "Interview." Even the Echo de Paris joins in
the chorus. Satisfaction is expressed at Mr. Ramsay MacDonald's
haste to justify his good faith towards France, which M. Poincare
greatly appreciated. The friendliest sentiments are voiced as re-
gards the Labour cabinet.—Reuter.

OIL LEASE ENQUIRY.

Washington, Feb. 8.
Mr. Macadon formally announces that he has terminated his
professional services with Mr. Doheny. He desires to testify at
the Oil Leases enquiry, and declares that his life is an open book.
He has betrayed no trust; nor has he enriched himself at the expense
of the country or the people.—Reuter's American Service.

DOCK STRIKE LIKELY TO BE AVERTED.

London, Feb. 8.
It is understood that the employers who conferred yesterday
are prepared to meet the Dockers halfway as regards the demand
for a 2/- increase. The prospect of averting a strike is therefore
regarded hopefully.—Reuter.

THE NEW JAPANESE LOAN.

London, Feb. 8.
It is expected that the impending Japanese loan will be for
between 50 and 60 millions, of which rather less than half has been
offered in London. A special sinking fund will be attached to the
loan.—Reuter.

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SAVED BY CAMPHOR
OIL.Brought Round After
Three Minutes.How a girl who for hours had
been unconscious through gas-
poisoning was brought round in
three minutes by an injection of
camphor oil, is recorded in the
Lancet.After pointing out that camphor
as a circulatory stimulant is in
much greater esteem on the Con-
tinent than in this country, it
says:—Subcutaneous injections have
long been used, especially for
children, but it is only recently
that it has been shown that cam-
phor oil can, with impunity, be
injected directly into the circula-
tion, and that the reaction is
immediate.The stimulating effect on the
circulation of camphor oil given
intravenously has recently been
emphasised by Dr. Erich Schil-
ling, of Kuchwald, in Chemnitz.Dr. Schilling has used camphor
in this way in all cases of marked
collapse. In particular he has
found it useful in cases of poison-
ing his material comprising some
15 cases. It is especially in-
dicated in coma, following gas
poisoning, as illustrated by the
following case:—A girl was brought in who had
lain for three to four hours in an at-
mosphere of gas. She was com-
pletely unconscious, and reacted
only slightly to stimulation of the
skin. Three minutes after injec-
tion of 1 c.c. camphor oil she
opened her eyes, sat up, asked
where she was, and answered
clearly all questions put to her.In only four cases, two of
morphia and two of gas-poisoning
was no effect obtained with cam-
phor.

CONSIGNEES.

NOTICE TO CONSIGNEES.

THE NORWEGIAN AFRICA
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[HE above vessel having arrived
from Scandinavia via
Ports on the 6th inst., consignees
of cargo are hereby notified that
all goods are being landed at their
risk into the non-hazardous
hazardous and/or extra hazardous
godowns of the Hongkong and
Kowloon Wharf & Godown Co.,
Ltd. whence, and or from the
wharves, delivery may be obtained.
Goods not cleared by the 12th.
February 1924, will be subject to
rent. All broken, chafed and
damaged packages are to be left
in the godowns, where they will
be examined on the 11th. Feb.
1924, at 10 a.m.]Claims against the steamer
must be presented within ten
days of arrival, otherwise they
will not be recognised.No Fire Insurance will be
effected by us in any case what
ever.Bills of Lading will be counter-
signed by
THORESEN & CO., LTD.
Agents.

Hongkong, 7th. February 1924.

MASSAGE HALL

MRS. S. UZUNOYE,

Expert Masseuse

47 Queen's Road Central

2nd. Floor

THE NEW JAPANESE REMEDY
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3

NOTICE.

KOWLOON RESIDENTS'
ASSOCIATION.The Annual Meeting
will be held in the
ST. ANDREW'S CHURCH
HALLon
MONDAY, 11th. February
at 6 p.m.

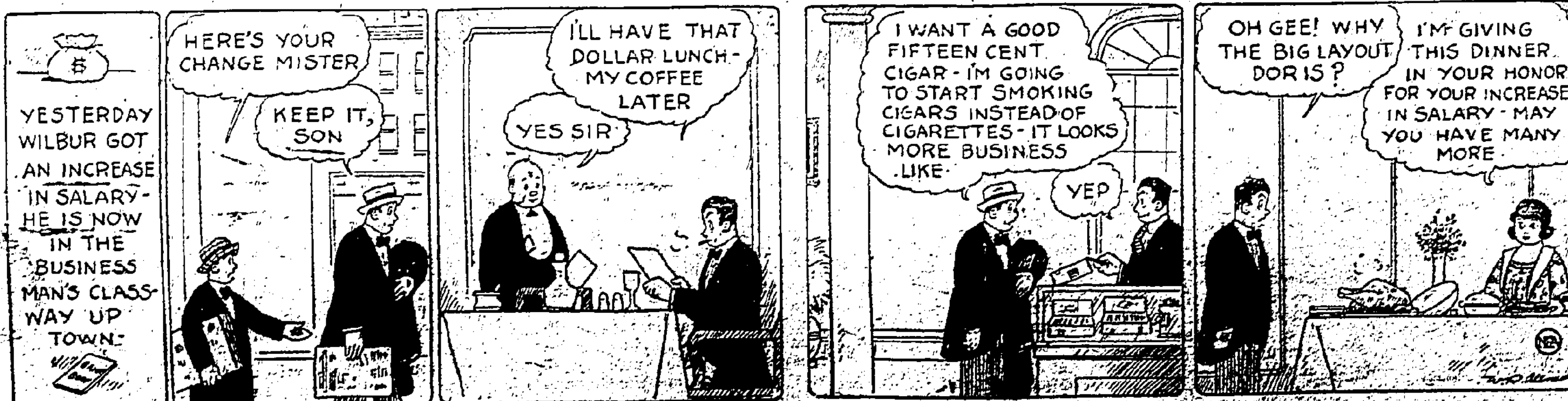
COMING !

The Sensational
Photodramatic Expose
of the Drug TrafficMRS.
WALLACE
REID"HUMAN
WRECKAGE"WORLD Theatre
Des Vaux Road Central.

DOINGS OF THE DUFFS

Wilbur Is Making Good.

BY ALLMAN

UNDERWOOD TYPEWRITERS
PRICE - H. K. \$112.50 NET.Weight
In Case
\$34.14Minimum
Weight
Maximum
Service

PORTABLE MODEL

Sole Agents
DODWELL & CO., LTD.
Queen's Bldg. Phone C. 1130

NO PRICES CAN COMPARE WITH OUR

ECONOMY SALE.

HURRY UP FOR—

Your Share of These
Big Bargains!

Favour as a call and you will see that really fine Standard Quality Merchandise is marked down at Prices you will be unable to resist.

Here are some of the items that urge you to Economize.



FREE!

Beautiful
DOLLS

For Kiddies—with every purchase of our Sale Merchandise from \$2.00 upwards.

Extra Bargain

Ladies

all Wool Hose

Col. Tan, Black, Silver and Lemon.

All Sizes

\$1.85 pair

SHOE DEPT.

Our Shoe Department including Ladies, Gents and Childrens, all Shoes marked down at

Bargain Prices

Buy a New Pair—Save Your Money.

TRUNK DEPT.

We are carrying the Best Maker

"Multnomah" Trunks and always

have a large assortment in Cabin,

Three-Quarter and Full Sizes.

Special Now 20% to 30% off

Extra Bargain

Gent's Rain Coats

\$11.00 upwards.

Gent's Overcoats

\$12.50 upwards.

Extra Bargain

Ladies

Silk Hose

\$1.00 pair.

Ladies Woollen
Overcoats
at Given

Away

Prices

\$5.00 \$7.50 \$17.50

**Everything
Must Go!**

Shirts, Pyjamas, Neckties,
Hose, Woollen Suitings,
Velvets, Curtains, Blankets,
Rugs, Table covers,
Knitting Wools, Hats and
Shoes.

ALL

Have Been Attractively
Reduced.

Easy Now To Round up.
Substantial Savings on
Every Wardrobe Want.

Rich as they come and
always Smart!

Velour Hats

Are as practical as
they are handsome

\$7.00 \$25.00
\$30.00

Extra Bargain

Paris Garters

35 cts.
pair

Ivory Garters

65 cts.
pair

Extra Bargains

Children's

Fine Mercerized

Cotton Socks

40 cts.
pair.

Ladies Wool
Underwear
Combinations

\$3.25

Vest

\$4.95

**Special in
Woollen
Scarves**

85 cts. \$1.85 \$3.50
\$4.50 \$5.25

Extra Bargain

Children's

Rain Coats

\$5.00 upwards.

Children's

Overcoats

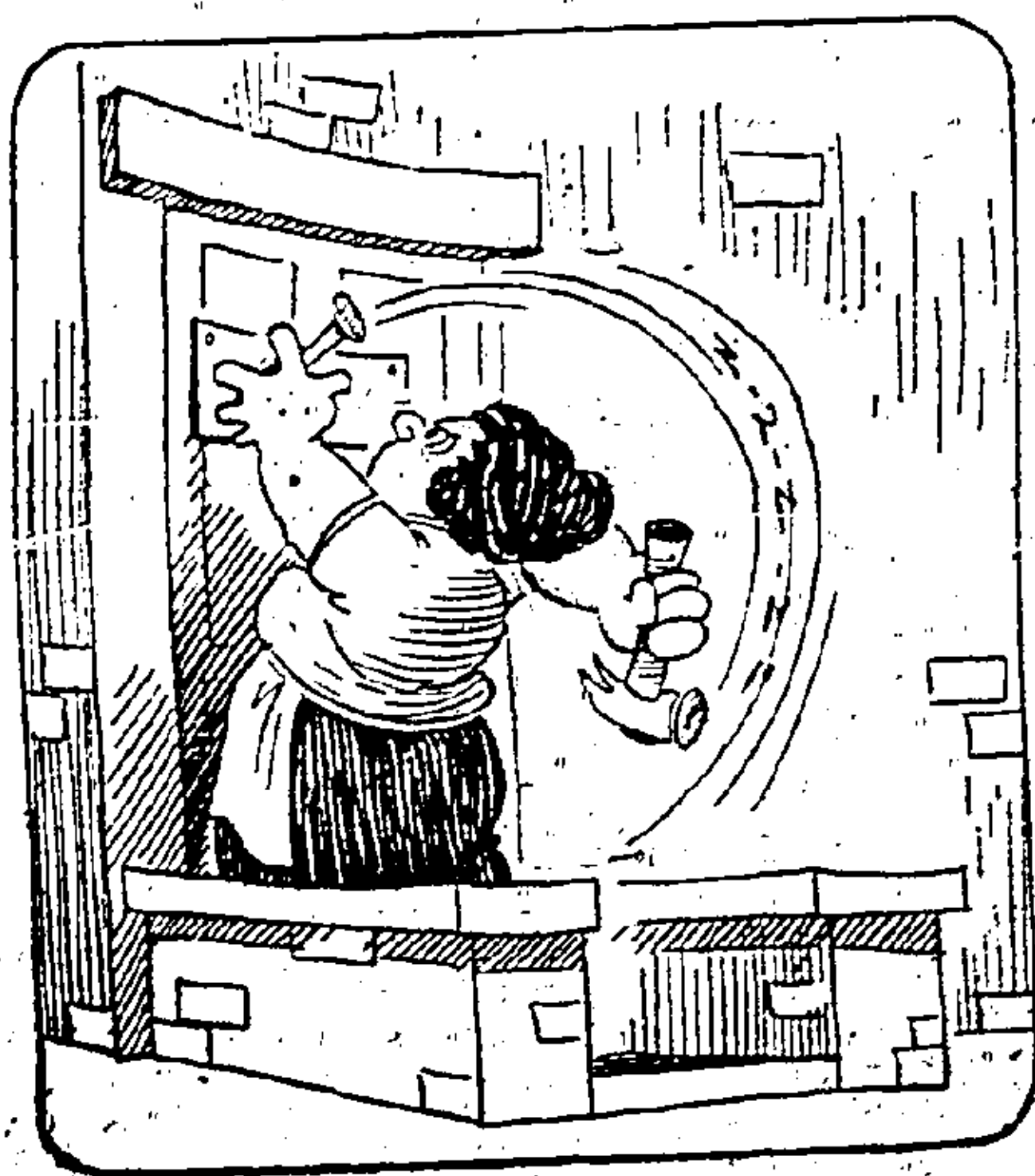
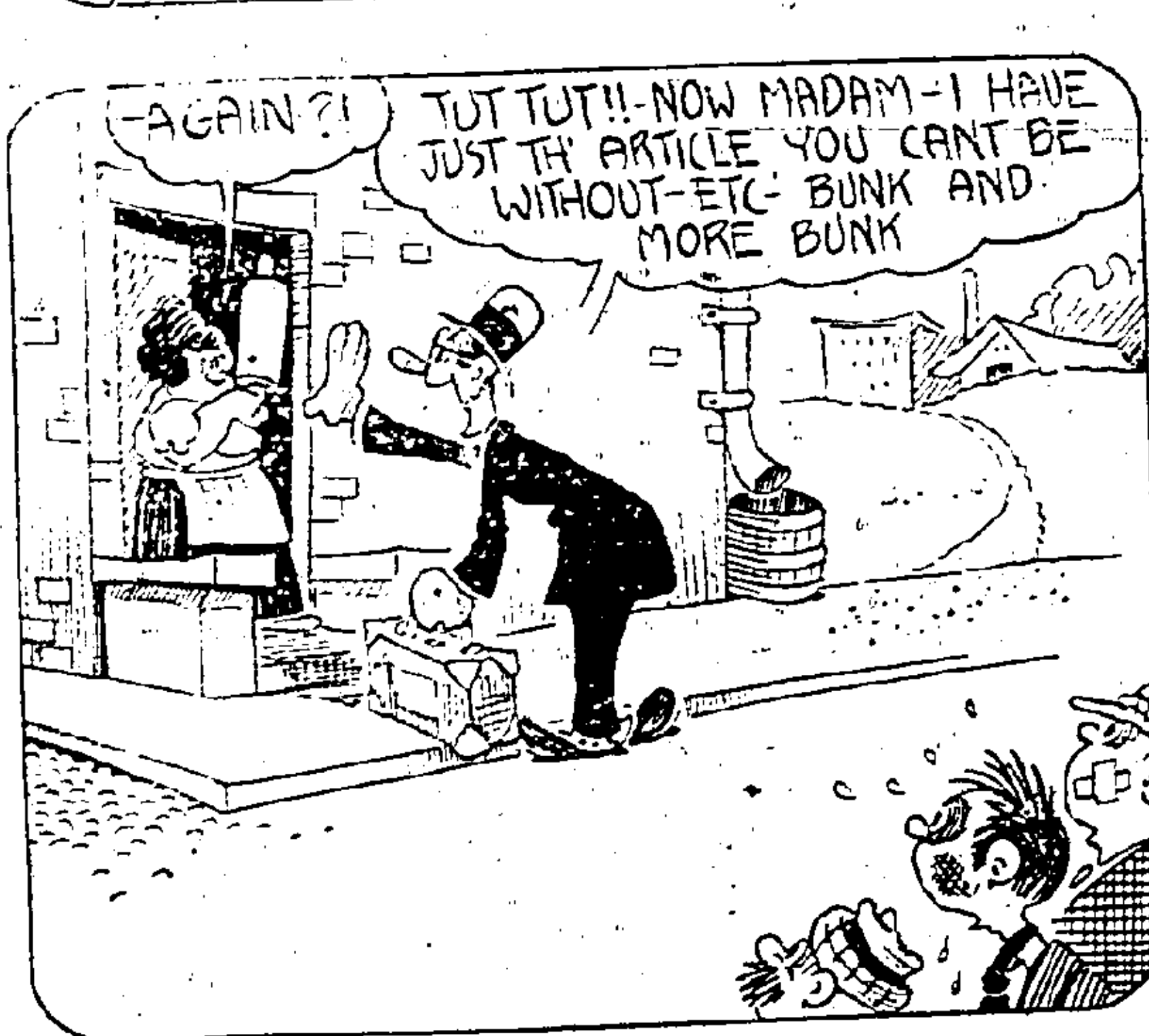
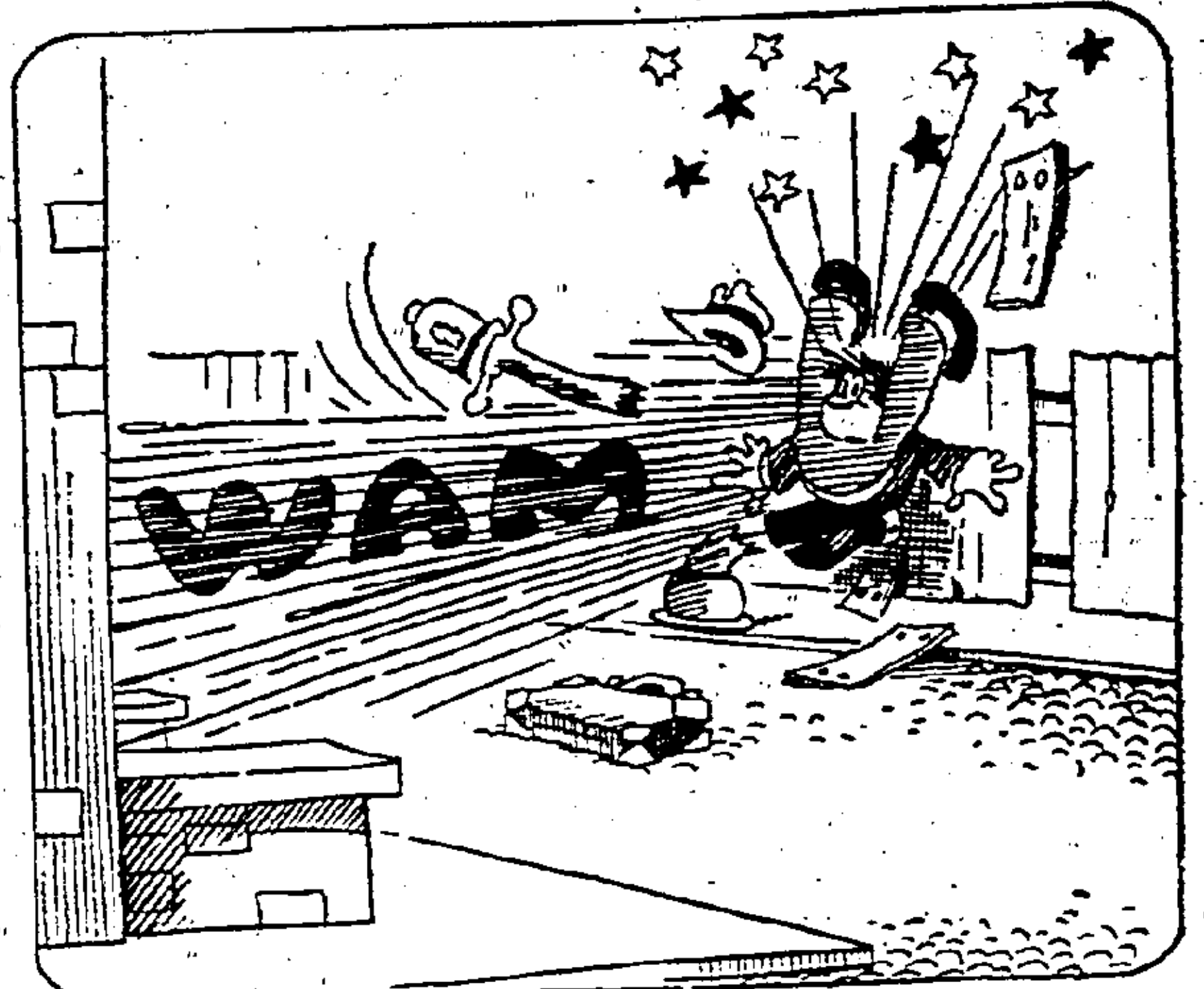
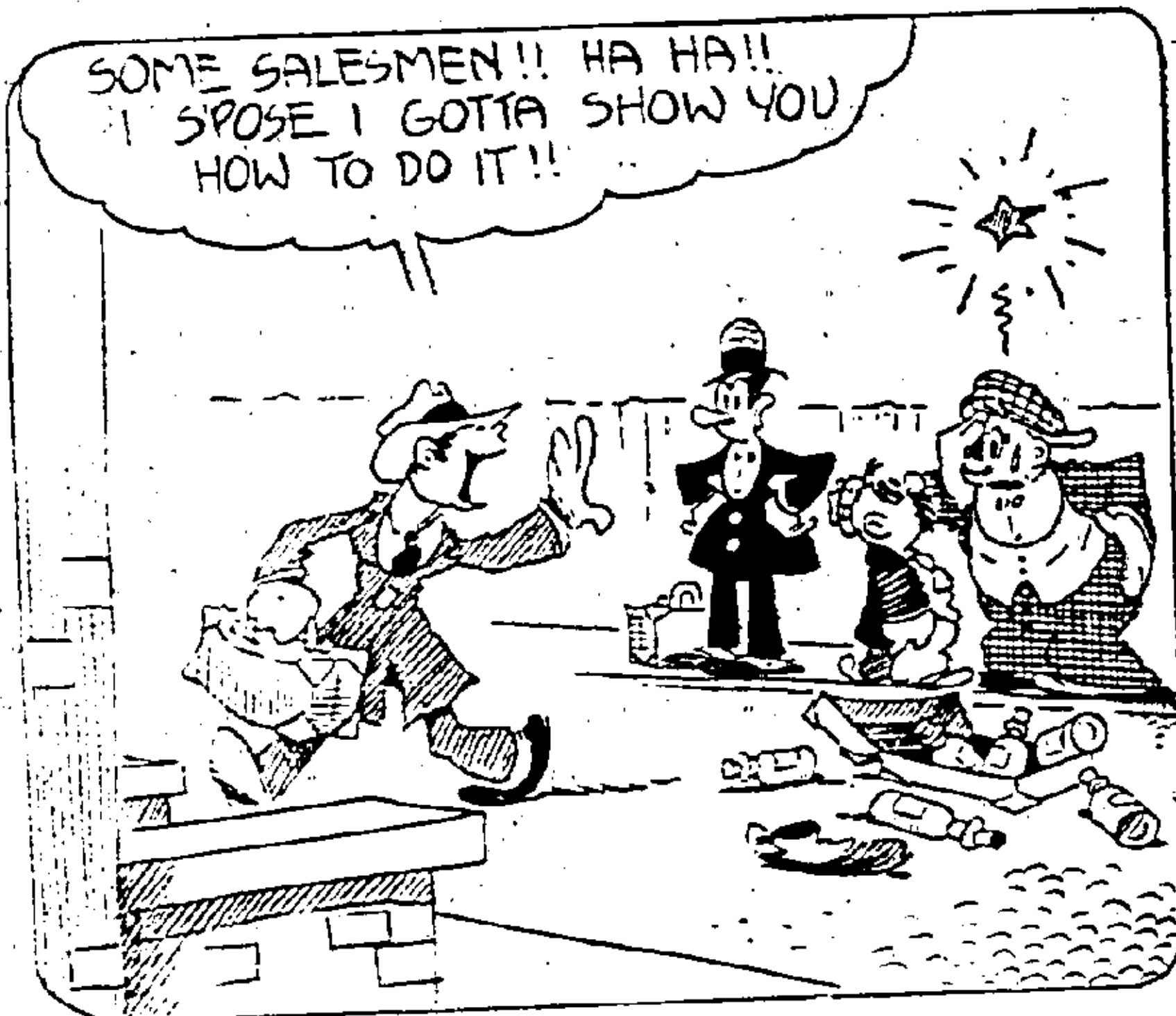
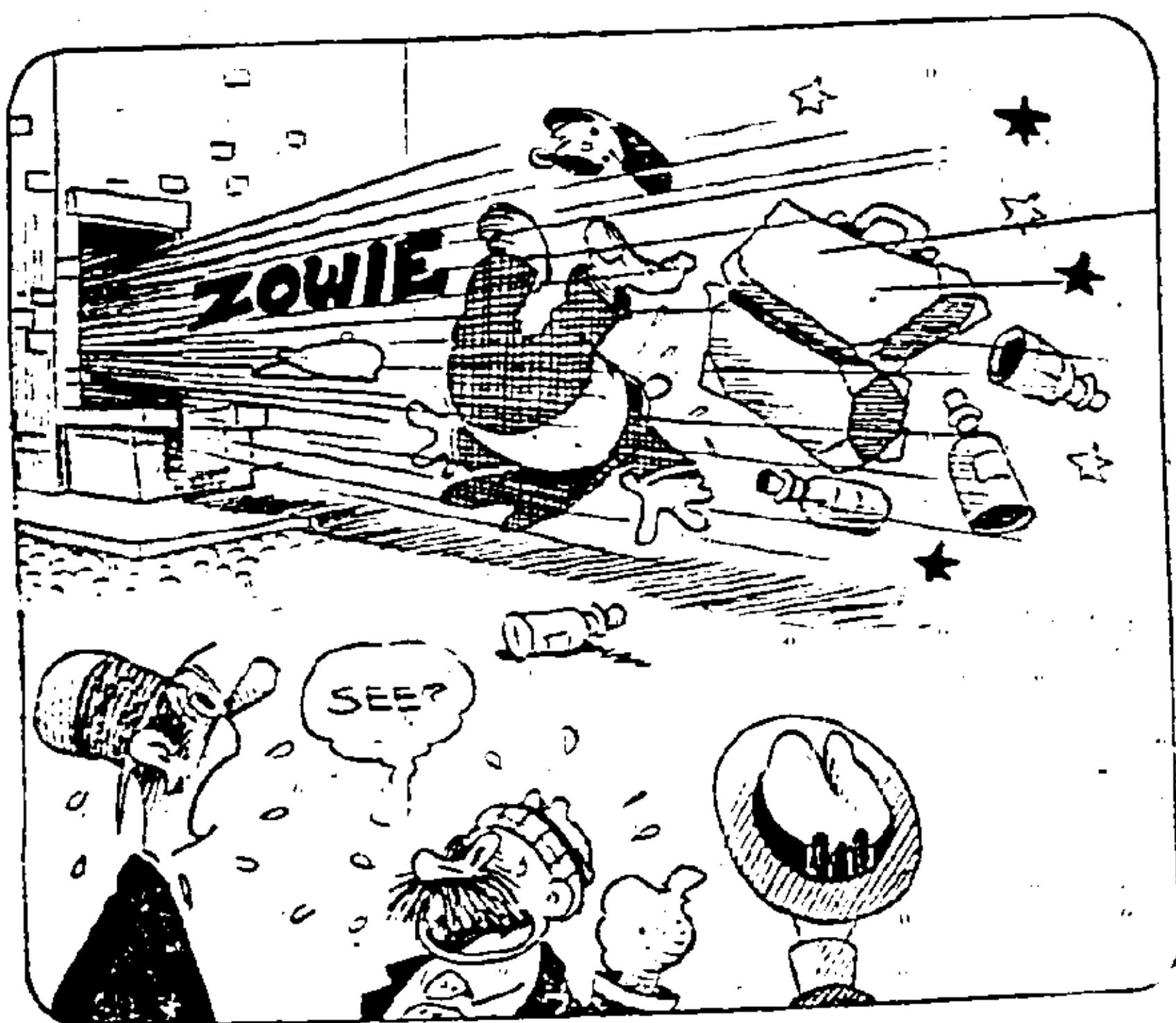
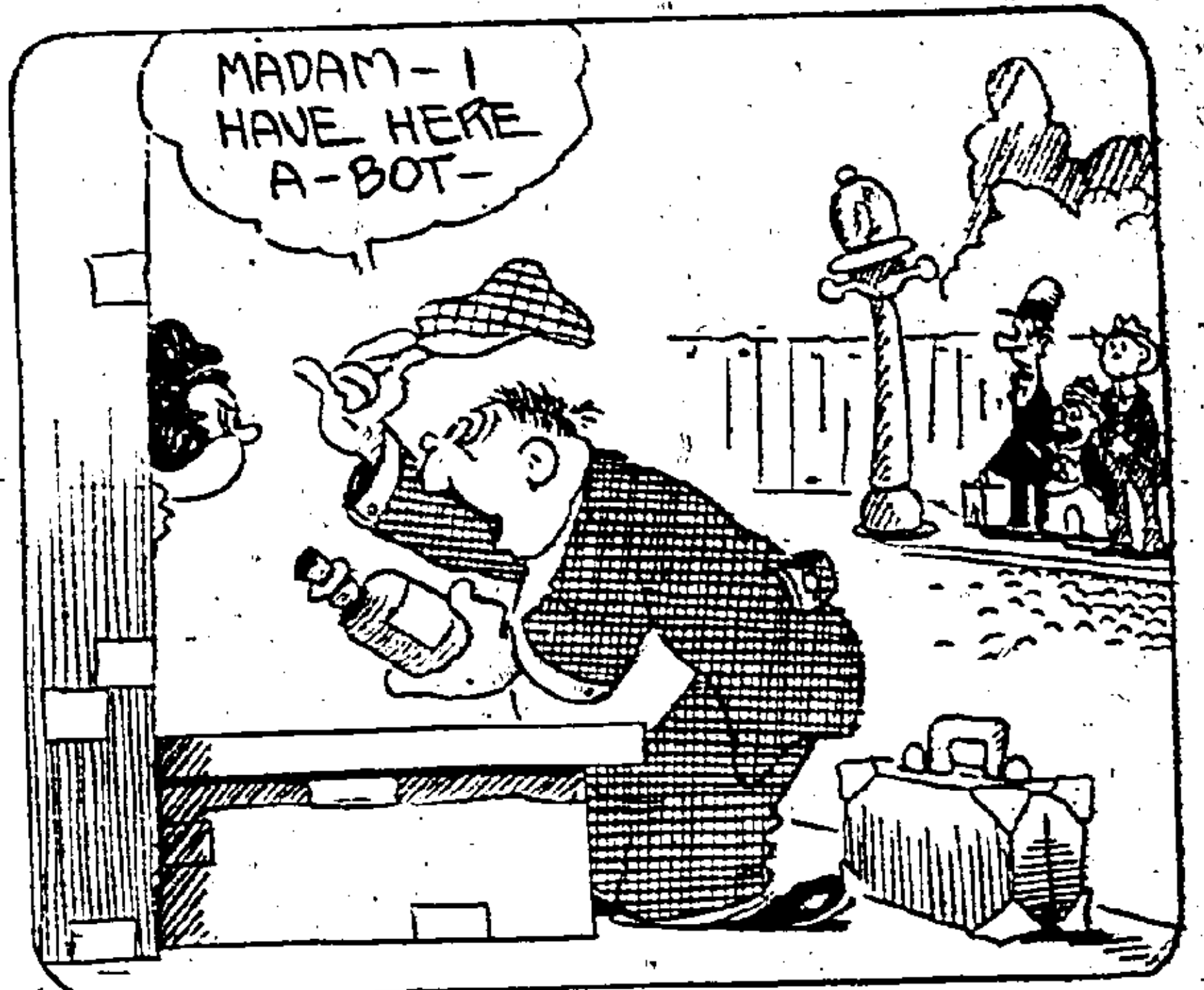
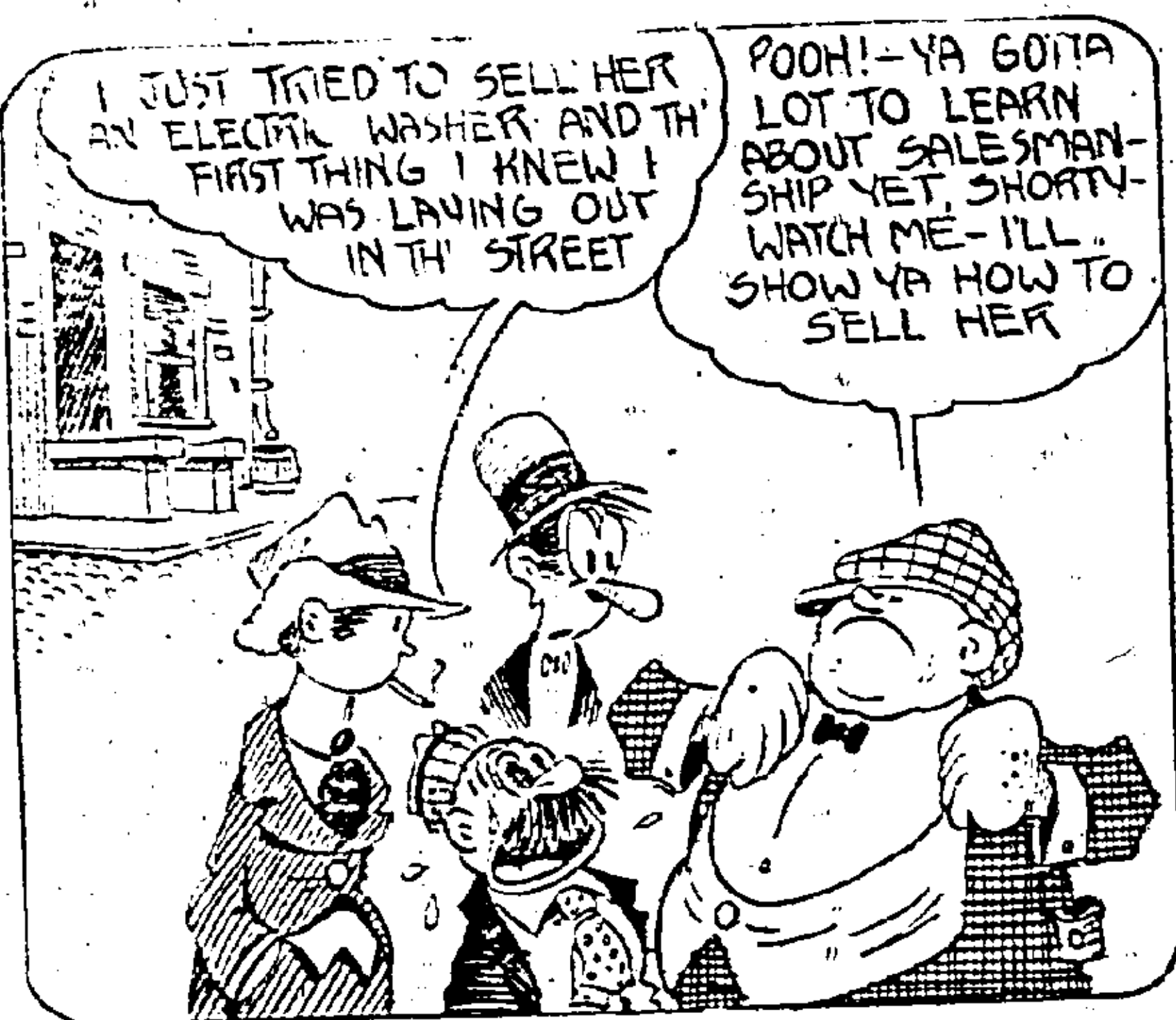
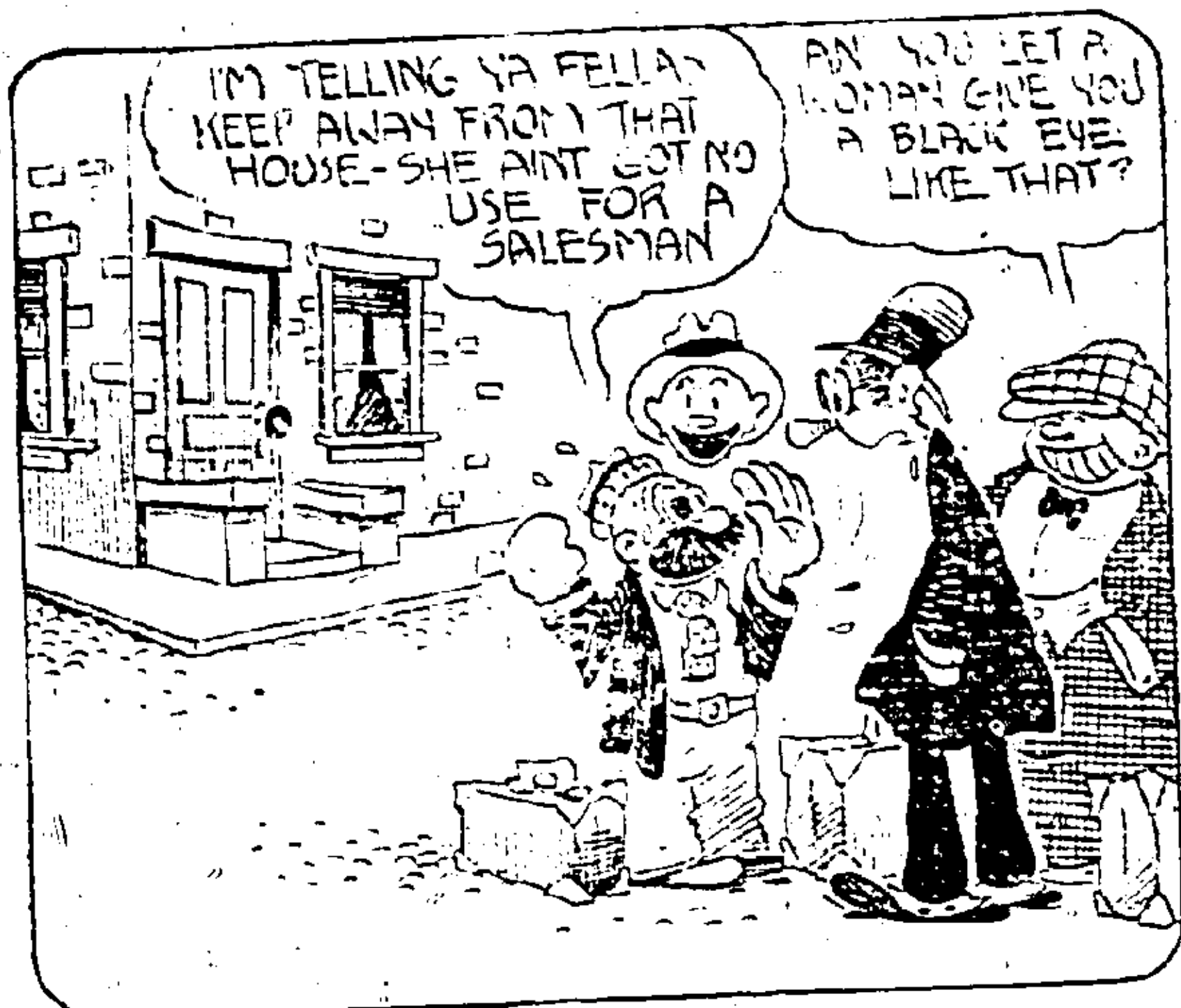
\$6.00 upwards.

COME
Early---Save Money

Thousands of Other Bargains
Not Advertised

SALE
Now Proceeding

Yee Sang Fat Co.



LET US BE YOUR VALET

THE STEAM LAUNDRY CO.

DRY CLEAN AND PRESS CLOTHES

To such perfection that their wearing qualities receive a fresh lease of life and their wearers experience all the joys of New Clothes.

WE SELL ONLY SERVICE

But in each Branch of our Service quality is placed foremost.

Write or phone and we will collect and deliver free.

STEAM LAUNDRY CO.

HEAD OFFICE & WORKS, YAUMATI, Tel. K. 32.
HONGKONG DEPOT, 16, Stanley Street, Tel. C. 1379.
HONGKONG DEPOT, 63, Praya East, KOWLOON
DEPOT, 19 Canton Road, CANTON, 19, Shark
Central, East. Write or Phone for price list.

KOOWLOON HOTEL DEPOT.



THE NEW CAPSULE.

European doctors know the value of Blenosan Capsules, and have prescribed them continually to their patients for great number of years.

BIENOSAN CAPSULES

Santal Oil & Kava Kava
provide immediate relief from pain and stricture and are a certain cure in about 48 hours. Blenosan Capsules are superior to all others, and are made in a model laboratory to preserve the most hygienic principles.

To be obtained of all chemists and stores throughout China and the East, and from the stockists: Fletcher & Co., Ltd. Colonial Dispensary, Edward Dispensary, A. S. Watson & Co. Ltd. or Ferber's Blenosan Capsules and refuse substitutes.

ROBERT FERBER LTD.

Anyham Rd., London S. P. 13



"Doesn't Brooke Bond tea last a long time!"

That's the best of really good tea. It gives you a better drink to start with, and it is so much more economical. You will find this especially so in the case of Brooke Bond. This pure rich tea is vacuum packed and can't deteriorate before you get it. Every crisp curly leaf is as full of flavour as it was when packed.

Brooke Bond tea is absolutely tip-top quality at the zenith of perfect on.

Brooke Bond India Ltd.
P.O. Box 137, Calcutta.
Hong Kong Agent, Alex Ross & Co.,
Hong Kong.

You'll prefer
Brooke Bond
the good tea in the
tin that keeps it good

Always fresh because vacuum packed.

COMING!

The Sensational
Photodramatic Exposé
of the Drug Traffic

MRS.
WALLACE
REID
— IN —
"HUMAN
WRECKAGE"

WORLD Theatre

Des Vaux Road Central.

INTESTINAL INACTIVITY

is one of the most potent causes of sick headaches, bilious attacks, ill-smelling breath, pimply and blotched skin. To correct this condition and to remedy its ill-effects Pinkettes are perfection.

PINKETTES

they act so mildly yet so efficiently. Try them to-night, you'll feel better in the morning. Of chemists, or post free, 60 cents per vial, from Dr. Williams' Medicine Co., 60 Kiango Road, Shanghai.

Pinkettes Keep You Well.

MANY SHIPS ASHORE.

REPORTS RECEIVED IN
SHANGHAI.

(Our Own Correspondent,
Shanghai, Feb. 3.)

The s.s. Persia is badly flooded, and drifting ten miles off the Bell Buoy at Woosung. Two tugs are standing by. The passengers and crew are not in danger. A call was sent out for additional pumps, and it is believed the engine room is flooded.

The President Jefferson arriving here, reported that the Admiral Line freighter, Edmore had been able to get off the rocks at Quelpert Island under her own power, and had gone to the Beaufort anchorage for repairs. The officers of the China Navigation s.s. Tungting reported s.s. Teh-hsing, belonging to the Hoong On Steam Navigation Co., is on Huk-way Flat, and also reported sighting a Chinese junk on the rocks at Christmas Island, whilst another was sunk above Wuhu.

INTERPC'R FOOTBALL.

HONGKONG BEATS
HANKOW

In the second of their matches in the triangular football competition at Shanghai, Hongkong beat Hankow by five goals to one.

This match was played yesterday, and messages received last night were eagerly awaited, for Hongkong having drawn with Shanghai 3-3, and Shanghai having beaten Hankow 10-0, much depended upon the result.

Those who scored for Hongkong were Bacon (3), Castledine and Mair. The latter two went as reserves, so that apparently the team has been reshuffled since the draw with Shanghai.

With honours even, Hongkong will play Shanghai again, and this decisive event is fixed for to-day.

BILLIARDS.

MILITARY AMATEUR
CHAMPIONSHIP.

At the Military Hospital, Bowen Road, many members of both Services witnessed a very fine billiard match, in the first round of the military amateur championship, between B. S. M. Page, of the R. G. A., and Pte. Miles of the R. E. M. C. The former player won well on merit, but unfortunately the medical man was off his usual game.

This match was followed by a friendly one between two old rivals, Master Gunner Taylor R. G. A., and Pte. Bache R. E. M. C., the latter

LATE MRS. T. PETRIE.

FUNERAL AT HAPPY
VALLEY.

There was a large attendance at the funeral of the late Mrs. T. Petrie, which took place at the Protestant Cemetery at Happy Valley last evening. This fact, together with the numerous floral tributes sent, testified to the high esteem in which the deceased lady was held. The service was conducted in a most impressive manner by the Rev. J. Kirk Macdonald, pastor of the Union Church.

The chief mourner was Mr. Petrie, and among those present were Messrs. B. Wylie, H. Ching, B. Petheram, F. Oliver, S. Fung, J. M. R. Xavier, Chan Kai and B. C. Lee (of the staff of the S. C. M. Post), A. Hicks, A. Morley and E. P. Franklin (of the Hongkong Telegraph), B. A. Cartwright, B. A. Hale, J. Armitage and J. H. Gelling (of the Hongkong Daily Press), G. W. C. Burnett (China Mail), D. A. Purves, R. Packham, G. P. Curry, D. Gow, A. K. Henderson, D. E. Blair, T. Neave, W. L. Weaver, Capt. R. Innes, Capt. T. P. Hall, Messrs. R. Hall, G. M. Shaw, C. A. Henderson, J. W. Gloy, J. Morris, P. Piage, D. Steel, J. E. Ollerton, T. Olliphant, M. F. Keys, H. Ellis, D. O. da Silva, A. Course, H. J. White, J. Hyde, S. Komor, Mr. H. Taylor, Mrs. J. H. Taggart, Mrs. Packham, and many others.

List of Wreaths.

Following is a list of the wreaths that covered the hearse: Her Sorrowing Husband; Sister Minnie and family; Mrs. Petrie and family; Forfar; Dick Mortimer and Harry; Board of Directors, South China Morning Post, Co. Ltd.; Editorial Staff Morning Post; Chinese Staff Morning Post; Editorial Staff Hongkong Daily Press; Editorial Staff Hongkong Telegraph; Staff China Mail; Institute of Engineers and Shipbuilders; Head Office Staff; Staff and Chinese Staff of the Hongkong Hotel; Mr. and Mrs. W. Anderson; Mrs. Babbage; Mr. and Mrs. G. Burnett; Mr. and Mrs. H. F. Bunje; Mr. and Mrs. E. Bunje; Mr. and Mrs. F. Baker and family; Mr. and Mrs. W. Brown; Mr. R. Baker; Mr. and Mrs. D. K. Blair; Mr. and Mrs. A. Course; Mr. and Mrs. E. Czek; Sir Paul and Lady Chater; Mr. H. Ching; Mr. and Mrs. L. D'Almada e Castro; Chan Kai; Mr. D. E. Donnelly; Mr. and Mrs. R. M. Dyer; Mr. and Mrs. H. Ellis; Mr. B. L. Frost and family; Mr. and Mrs. A. R. Forbes; Fung Tat-hang; S. Fung; Mr. A. J. Gomes; Mr. D. Gow; Mr. and Mrs. J. Gould; Mr. and Mrs. J. Gloy; Mr. and Mrs. Garraway; Mr. and Mrs. A. Hicks; Mr. and Mrs. C. Henderson; Mr. and Mrs. W. J. Hawker; Sir Robert and Lady Ho Tung; Mr. and Mrs. F. Herridge; Mr. and Mrs. A. K. Henderson; Mr. and Mrs. D. Harvey; Mr. and Mrs. B. A. Hale; Mr. H. S. Hall; Mr. and Mrs. Hyde; Mr. J. Scott Harston; Capt. and Mrs. R. Innes; Mr. A. R. Johnston; Mr. and Mrs. J. M. Jack; Mrs. W. C. Jack and family; Miss M. Kirkwood; Mr. and Mrs. W. G. Kynoch; Capt. and Mrs. Liddell; Madame Lily; Mr. and Mrs. V. C. Labrum; Rev. and Mrs. G. R. Lindsay; Mr. B. S. Lee; Lam Kin-sang; Long Tow-kim; Mr. C. M. McDonald; Mr. D. McLaren; Mr. and Mrs. J. Morris; Mrs. E. O. Murphy; Mr. H. J. B. Norton; Mr. and Mrs. T. Neave; Mr. and Mrs. Nielson; Mr. M. Nemazee; Mr. J. Ollerton; Mr. and Mrs. T. Olliphant; Dr. and Mrs. F. M. Osozio; Mr. B. Petheram; Mr. and Mrs. D. A. Purves; Mr. and Mrs. R. Packham; Mr. and Mrs. R. Postonji; Mrs. T. W. Robertson and K. S. Robertson; Mr. J. Rodger; Mr. H. W. Ray; Mr. and Mrs. N. L. H. Railton; Mr. and Mrs. F. W. Stapleton; Mr. and Mrs. E. Steele; Mr. F. G. Samways; Mr. and Mrs. G. M. Shaw; Mr. and Mrs. C. C. Stark; Mr. Shum Wai-yau; Mr. and Mrs. H. H. Taylor; Mr. and Mrs. J. H. Taggart; Mr. and Mrs. J. Tally; Mr. and Mrs. J. D. Thompson; Mr. and Mrs. A. K. Taylor; Mr. Tam Kinsung; Mr. and Mrs. B. Wylie; Mr. and Mrs. P. M. Weller; Mr. L. M. Whyte; Mr. and Mrs. J. C. Owen; Mr. and Mrs. Hermon White; Mr. W. L. Weaver; Mr. and Mrs. R. J. Wilton; Mrs. F. Wong; Mr. T. C. Woo; Mr. Wong Yung-yuen; Mr. J. M. H. Xavier

avenging his defeat in the team match the week previous.

On the whole plenty of skill was seen and it is hoped spectators will see the Sergt. Major, and the Medical players again, each once, before the latter leaves Hongkong.

Cafe Wiseman

(LANE, CRAWFORD LTD.)



Wedding Cakes

From \$10.00

Christening,

and Birthday Cakes

Almond Iced and decorated
From \$3.00 each.

RADIO—MAGNAVOX. Loud
Speakers and Amplifiers.
Batteries, Insulators.
Crystals, Aerial Wires,
and all other parts.
DE SOUSA & CO., LTD.,
St. George's Bldg., 2nd Floor.
Tel. No. Central 1264.

For inexpensive
and Charming
GOWNS

And
Practical Lessons in
dressmaking, please
call at

LES ELEGANCES DE PARIS

No. 8 Queen's Road, Central. 1st Floor.

Tel. No. C.388.

Tel. No. C.388.

"SCIENCE OBTAINS TRIUMPH."

The discovery points out the way, that Asthenopia is dependent on the hypermetropic structure of the eye. The only remedy is to prescribe a pair of suitable glasses by one of our expert optometrists.

NATIONAL OPTICAL Co., Ltd.

GRADUATE OPTICIANS.

80, Queen's Road Central.

YOU WILL SAVE MONEY

if you buy from

SHIU YUEN CHEUNG

Everything we offer for sale is made
in our Canton factory, from the raw
material into finished articles.

Old Post Office Building,
Queen's Road Central

Telephone C. 222
HONGKONG

SALE

For One Week Only

Commencing Monday, February 11th.

WE ARE HOLDING A
SPECIAL SALE IN OUR
FURNISHING DEPARTMENT.

20%

CASH DISCOUNT OFF
EVERY ARTICLE IN
THIS DEPARTMENT.

Lane, Crawford Ltd.

NEW ADVERTISEMENTS.

PREPAID
ADVERTISEMENTS

25 WORDS—

{ \$1.00 for 3 insertions
\$1.50 if not prepaid }

State if Box No. is required

W. C. VAN DER STEEN
o/b Empress of Russia
P. P. C.

WANTED.

WANTED—Gifts of Children's Toys and Books for the Annual Toy Service to be held by the Sunday School at the Wesleyan Church, Queen's Road, East (opposite the Royal Naval Hospital) on Sunday the 17th instant at 3 p.m.

If your children have any toys or books which they longer want, and cannot attend the service to present, them, please make up a parcel and notify A. Kirk, 19, Broadwood Road, who will make arrangements to collect same before the service. All toys received will be sent to the Children's Hospitals.

TO BE LET.

TO LET—New Garage on Main Road at Magazine Gap—For full particulars apply Box No. 1065 c/o "Hongkong Telegraph."

TO LET—Bright Large Office Rooms 1st floor, No. 10, Des Voeux Road, Central. Hall, Law & Co., Apply to Des Voeux Road, Central. Telephone No. 3217.

TO LET—New and welllighted office and whole ground floor No. 5, Duddell Street. Ground floor can be used as Bank and Office. Apply to within No. 10 Room, 1st floor.

FOR SALE.

FOR SALE—4 Ton Cruiser Yacht. Apply Box 1063 c/o "Hongkong Telegraph."

FOR SALE—DOUGLAS MOTOR CYCLE and SIDE CAR. 4 H.P. Twin. Perfect condition. Owner going on leave. Apply G. Miskin, Gilman & Co., Ltd.

FOR SALE—Gramophone—"His Master's Voice." Portable Model. loud & soft sound boxes and fifty records. Apply Box No. 1060 c/o "Hongkong Telegraph."

FOR SALE—House on the Peak, furnished or unfurnished. First-class condition; reinforced concrete flat roof; close to motor road. Moderate price. Apply—Box 1062 c/o "Hongkong Telegraph."

HONGKONG TRAMWAYS LTD.

NOTICE IS HEREBY GIVEN that the REGISTER OF MEMBERS of the HONGKONG TRAMWAYS LIMITED will be CLOSED from THURSDAY 14th February to WEDNESDAY 27th February 1924 both days inclusive.

W. E. ROBERTS,

Secretary,
Hongkong 7th February 1924.THE HONGKONG ROPE
MANUFACTURING CO., LTD.

THE FORTIETH ORDINARY ANNUAL MEETING OF SHAREHOLDERS in the above Company will be held at St. George's Building, Chater Road, Victoria, on THURSDAY, the 28th February 1924, at 11 o'clock a.m. for the purpose of receiving a statement of accounts, and the report of the General Managers for the year ending 31st December, 1923, and electing a Consulting Committee and Auditors.

The Transfer Books of the Company will be closed from Thursday the 21st February 1924 until Thursday 28th February 1924, both days inclusive.

SHEWAN TOMES & CO.
General Managers,
Hongkong, 9th February 1924.

NOTICE.

DR. G. M. HARSTON will give a Lantern Lecture on "The wonders of Nature in the Eye" at the Helena May Institute on Monday next, February 11th at 5.30 p.m.

The public are cordially invited to be present.

NOTICE.

OUR friends will be pleased to learn that our assets have increased from 174 Million Gold Dollars in 1922 to over 210 Million Gold Dollars in 1923, a gain of 36 Millions in one year, 3 Millions per month.

In consequence, our dividends have also risen and will probably continue to rise in the future.

A strong Company to become identified with.

THE SUN LIFE ASSURANCE COMPANY OF CANADA,
17 Queen's Road Central,
Hongkong.
P. M. WELLER,
Manager.

THE HONGKONG JOCKEY CLUB.

RACE MEETING 1924.

February 20th, 21st, 22nd, & 23rd.

MEMBERS Badges of Admission are now ready and may be obtained by those Members, who have not already received them, from Messrs. Linstead & Davis, Alexandra Buildings. Members are notified that they cannot gain admission on production of the metal Badges issued last year.

C. B. BROWN,
Secretary.

THE HONGKONG JOCKEY CLUB.

RACE MEETING 1924.

February 20th, 21st, 22nd, & 23rd.

MEMBERS have the privilege of introducing two non-members to the Members' Enclosure.

A limited number of tickets are available and may be obtained from Messrs. Linstead & Davis, Alexandra Buildings on or before Tuesday the 19th February. Price \$10.—per day or \$30.—for the Meeting.

LINSTEAD & DAVIS,

Treasurers.

THE HONGKONG JOCKEY CLUB.

RACE MEETING 1924.

February 20th, 21st, 22nd, & 23rd.

TICKETS of admission to the Public Enclosure may be obtained from Messrs. Kelly & Walsh or at the Gate. Price—\$3.—per day.

Soldiers and Sailors in uniform \$1.—per day.

No one admitted without a Ticket to be shown to the Ticket Inspector at the Gate.

LINSTEAD & DAVIS,
Treasurers.

NOTICE TO CONSIGNEES

THE NORDDEUTSCHER
LLOYD, BREMEN.

The Steamship

"LUDWIGSHAFEN,"

having arrived from Bremen,

Hamburg and Ports, Consignees

of cargo are hereby notified that

their goods are being landed at

their risk into the Hongkong and

Kowloon Wharf & Godown Co.'s

godown at Kowloon, where

delivery can be obtained.

All goods remaining undelivered after 16th. February, 1924 will be subject to rent.

No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the godown for examination by the consignees and the Company's Surveyors, Messrs. Carmichael and Clarke, at 10 a.m. Friday, the 15th. February, 1924.

No claims will be admitted after the goods have left the godown and all claims must be presented within 2 weeks of the steamer's arrival here, after which date they will not be recognized.

Consignees are requested to surrender their Bills of Lading to the undersigned for counter-signature.

MELCHERS & CO.,
Agents.

Hongkong, February 9th, 1924.

GOOD
RADIO
NEWS!

Amongst our latest arrivals, now ready for you at reasonable prices:—

U. V.—199 Vacuum Tubes
(711.1—volts. 0.06 amp.) H.T. \$34.00

U. V.—199 Sockets.....\$ 2.50

Ever-ready 45-volt Plate Batteries, Long Life, Fresh from Factory.....\$ 2.00

2000-Ohm Double Phone, Humidity-Proof, Made to our Order, Comfort and Sensitivity their Features.....\$ 2.50 per pair

Electric Soldering Irons Universal for 100, 200, Volts A.C. or D.C. and 32 Volts D.C.S 7.50

AND

Our New Four-Tube, Dry-cell Receiver is here, guaranteeing the fullest Radio pleasures for you and your Friends—A demonstration of this remarkable set will be given with pleasure.

RADIO COMMUNICATION CO.
(ORIENT) LIMITED.

3rd Floor,
Alexandra Buildings,
Central 766 Kowloon 608.

Telegrams: "Broadcast" Hongkong.

NOTICE TO CONSIGNEES

THE BEN LINE STEAMERS,
LIMITED.

From MIDDLESBRO,
ANTWERP LONDON AND
STRAITS.

The Steamship

"BENREOCH"

CONSIGNEES of Cargo are

hereby informed that all

goods are being landed at their

into the hazardous and/or extra

hazardous godowns of the Hong

kong and Kowloon Wharf and

Godown Co., Ltd., whence and

or from the wharves, delivery

may be obtained.

No claims will be admitted after the goods have left the godowns, and all goods remaining undelivered after the 15th. inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 29th inst. or they will not be recognised.

All broken, chafed and damaged goods are to be left in the godowns where they will be examined on the 15th. inst. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be counter-signed by

GIBB, LIVINGSTON AND
CO., LTD.,
Agents.

Hongkong, 9th. Feb., 1924.

FORGET YOUR
CARES AND
HEARTACHE!

WAVE AWAY
YOUR WEARY
WORRIES!

HAROLD

LLOYD

— in —

"WHY WORRY?"

FINAL SHOWING

at
THE WORLD
TO-DAY

COME and GET
A RIB-ACHE!

LAUGH and ROAR
in GALES & FLURRIES!

The 10th Annual
PIANOFORTE RECITAL

OF
PROF. DANENBERG'S PUPILS
WILL BE HELD ON

Monday, 18th February

AT THE
ST. ANDREW'S HALL, CITY HALL
at 5.30 p.m. Sharp.

Tickets obtainable at all the Music Stores

AT \$1.00 EACH.

PLACE IN YOUR HOME

ONE OF THE NEW

PATHE PHONOGRAPHS.

(PLAYING BOTH SAPPHIRE AND NEEDLE RECORDS)

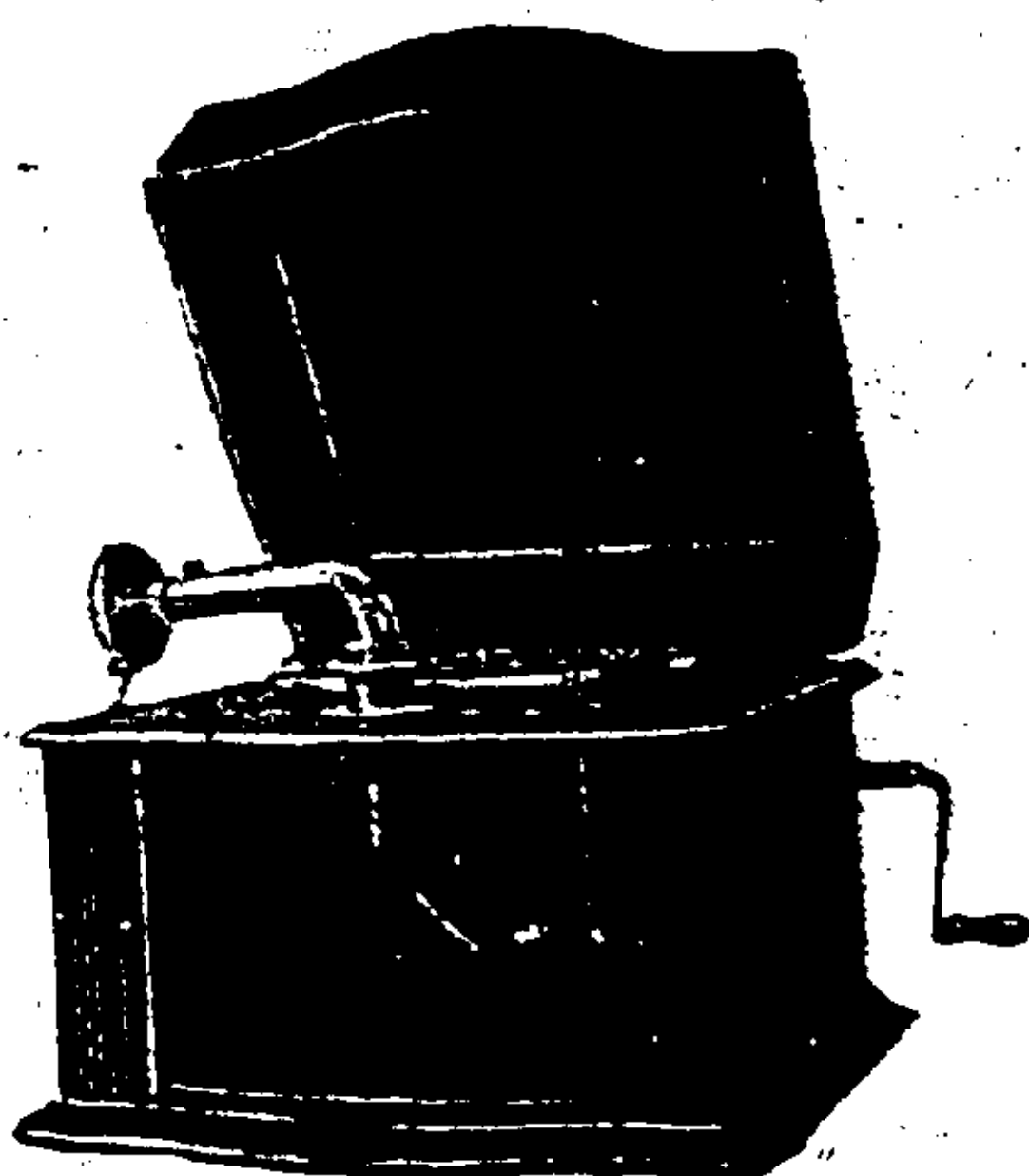


THIS IS
OUR MODEL.

No. 23

MEX.

\$105.00



Specially designed for this climate.

Pathe-Orient

12, Queen's Road Central, Hongkong.

ENGLISH COLUMBIA
RECORDS

SONGS OF THE FLEET

- | | | |
|-----|-----------------------------|-----------------|
| 949 | (1) SAILING AT DAWN | HAROLD WILLIAMS |
| | (2) SONG OF THE SOU' WESTER | AND |
| 950 | (3) THE NIDDLE WATCH | MALE |
| | (Two Parts) | |
| 951 | (4) THE MITTLE ADMIRAL | QUARTETTE |
| | (5) FARE WELL | |

SONGS FROM "THE GONDOLIERS"

- | | | |
|------|-------------------------------|-----------------|
| 3335 | THERE LIVED A KING | HAROLD WILLIAMS |
| | IN ENTERPRISE OF MARTIAL KIND | " |
| 3336 | NO POSSIBLE DOUBT WHATEVER | " |
| | TAKE A PAIR OF SPARKLING EYES | ERIC COURTLAND |
| | — AT — | |



ANDERSON'S



FORTHCOMING AUCTION SALES.

Lammert Bros.

PUBLIC AUCTION

By Order of the Mortgagees
of Particulars of Sale of
Valuable Leasehold Property
Situate at Victoria in the
Colony of Hongkong
And Known as
No. 18 Ice House Street & No. 6
Duddell Street
To be So'd by
PUBLIC AUCTION
on MONDAY, the 18th day of
February 1924
at 3 O'CLOCK p.m.

By
Messrs. LAMMERT
BROTHERS,
AUCTIONEERS.

At their Salesroom in Duddell Street

PARTICULARS

The property is situate upon
SECTION D OF INLAND LOT
No. 339. There is a frontage of
91 feet 2 inches on Duddell Street.
The premises cover an area of
3500 square feet or thereabouts
and are held for a term of 999
years from the 11th day of May
1849. The Crown Rent payable
in respect of the premises is \$80
per annum.

For further Particulars and
Conditions of Sale apply to
Messrs. HASTINGS DENNIS
& BOWLEY,
Solicitors,
8, Des Voeux Road Central
or to
Messrs. LAMMERT
BROTHERS,
Auctioneers,
Duddell Street.

COLONIAL HAIR-DRESSING
SALOON

13 Ice House Street

High Class Barbers-Sanitary
& up-to-date Saloon
Filipins and Japanese
barbers.

Popular Prices.

WE have just received a
special shipment of—

LADIES & GENTLEMEN

SIGNET RINGS

Also—

SLAVE BANGLES

All solid gold English Hall-
marked.

Inspection Invited.

69, Queen's Road Central.
SHERIFF BROS.

HUGHES & HOUGH

LIMITED.
IMPORTERS, EXPORTERS AND
GENERAL AUCTIONEERS.

PUBLIC AUCTION

The Undersigned have received
instructions to sell by Public Auction,
(for Account of the Con-
cerned),

on TUESDAY,
the 12th February, 1924, com-
mencing at 2.30 p.m., at their Sales
Rooms, No. 8, Des Voeux Road,
Corner of Ice House Street,
Valuable Teakwood and Blackwood
Furniture, and Household
Sundries, &c., &c.

Comprising:
Dining Suites, Chesterfield Sofas,
Arm-chairs (new), Tea Tables,
Teakwood Beds, large and small
Wardrobes, Dressing Tables and
Chairs, Washstands, &c., Side-
boards, Dinner Waggon, Dinner
Sets, and Glass Ware, Cutlery,
Carpets and Rugs, Electro-plated
Ware, Electric Reading Lamp,
Teakwood Screens, Blackwood Tea-
pots, Marble-top Flower Stands,
Side Tables and Cabinets, &c., &c.

Also
2 Indian Carpets (new), 2 Per-
sian Carpets (new), and 1 Piano
Player.

(Full Particulars from Catalogue).

Terms:—Cash on delivery.

HUGHES & HOUGH, LTD.,
Auctioneers.

Hongkong, 1st Feb., 1924.

DO NOT MISS—

ROCHA'S

POPULAR AUCTION SALES

Every Tuesday Thursday

& Saturday

At 2.30 p.m.

Specialist in the Valuation of

Household and Office Furniture

DA ROCHA'S MART

2A D'Aguilar St. Phone 2931

COMING

The Sensational
Photodramatic Exposure

of the Drug Traffic

MRS.

WALLACE

REID

— IN —

"HUMAN

WRECKAGE"

—

WORLD Theatre

Des Voeux Road Central.

THEATRE ROYAL

MONDAY to WEDNESDAY, Feb. 11th. to 13th.

HONGKONG AMUSEMENTS, LTD

PRESENT

DICK NORTON

AND THE

GLOBE

TROTTERS

WITH AN

ENTIRE CHANGE OF

PROGRAMME

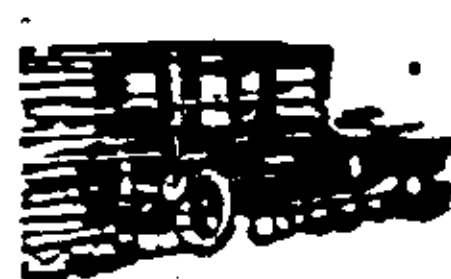
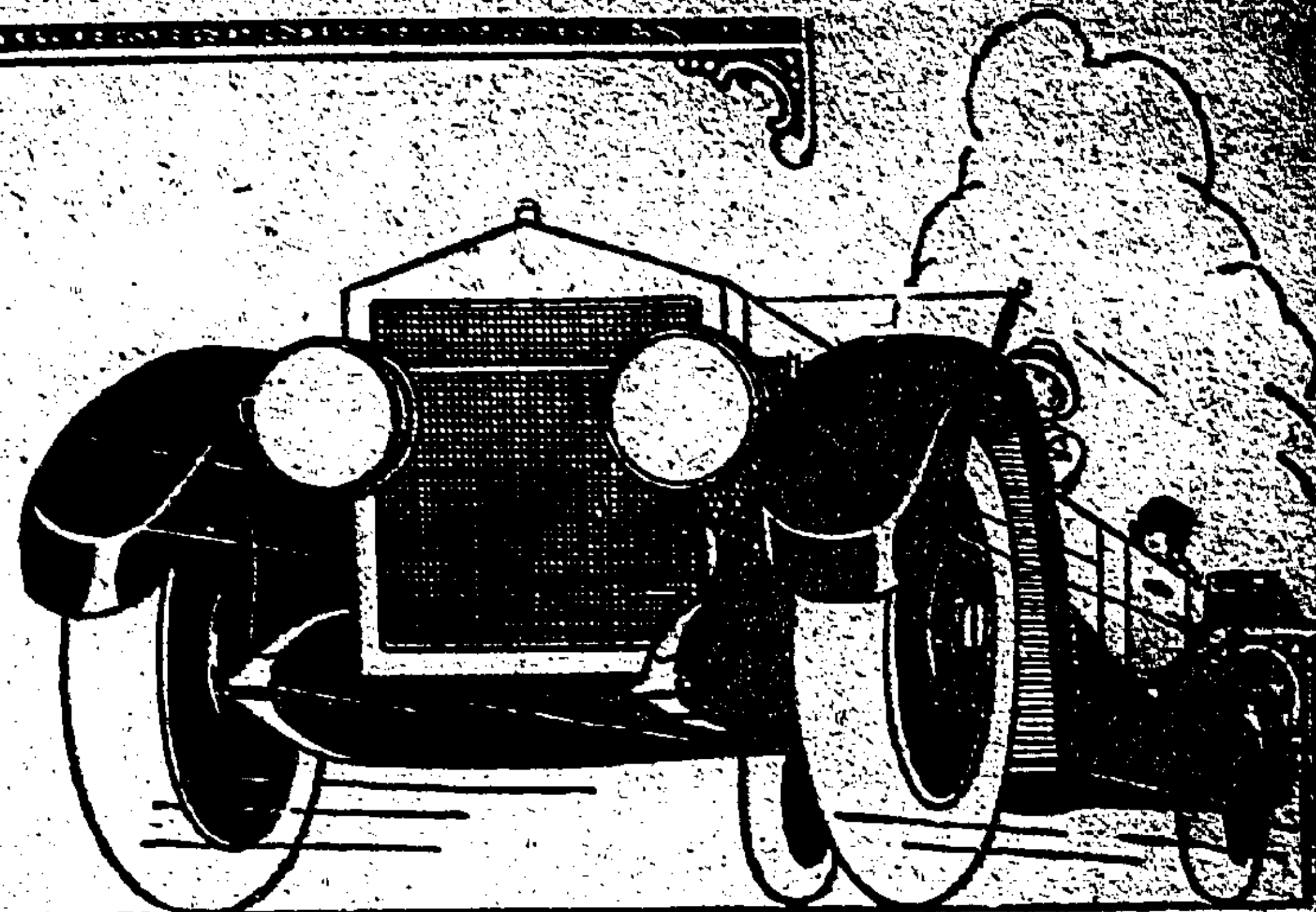
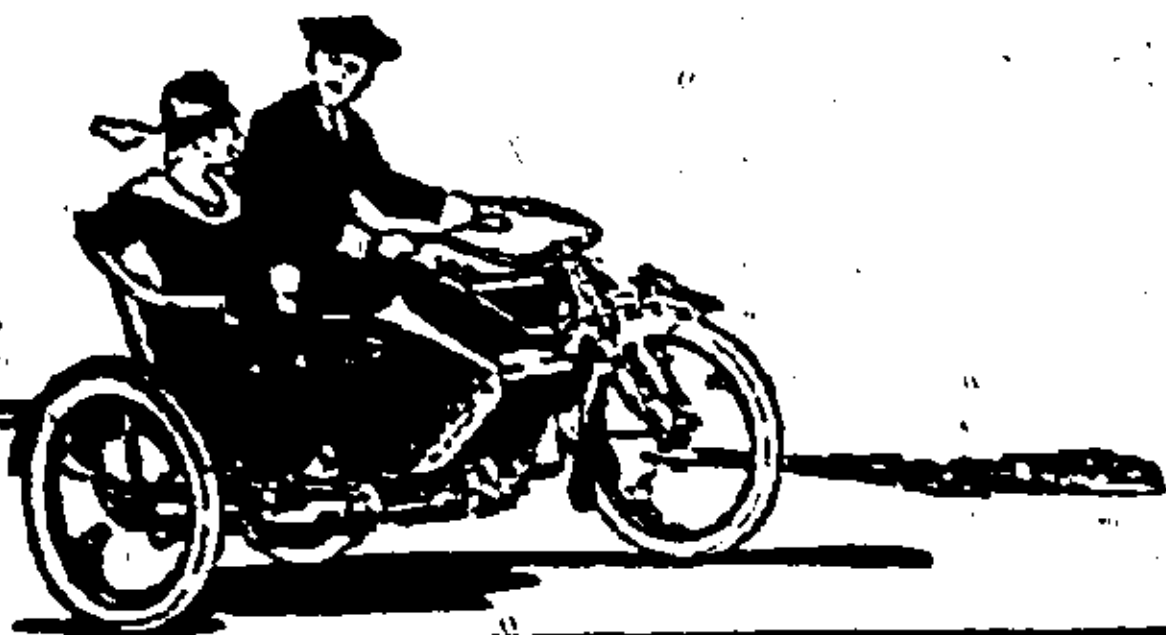
Tickets \$3, \$2 & \$1 at Moutries.

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

Saturday, the 9th. February, 1924.

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

An evil to which we have previously drawn attention has been very much emphasised during the Chinese New Year holidays. It is the dangerous overcrowding of motor-cars by Chinese when on pleasure bent. On the Repulse Bay Road on Tuesday afternoon, many glaring examples were to be seen of this practice, which, from the point of view of public safety, must be discouraged. In one instance, a five-seater car contained no fewer than eight adult passengers as well as two or three children. Some of the cars do not appear to be exactly new, and it is to be assumed that their braking power has suffered somewhat from heavy wear and tear. Apart from what might happen to the passengers concerned should brakes fail when descending a hill, such overcrowding constitutes a menace to other motorists and road users generally.

The drivers often appear to be far too cramped to be able to act with freedom in the case of emergency, and on such occasions the spirit of gaiety which is evident among most of these "joy parties" is scarcely conducive to careful driving on the part of the chauffeur. It is to be hoped that the authorities will not defer action until a serious catastrophe demands it, but that some form of regulation will be decided upon which, once and for all, precludes the possibility of accidents from overcrowding, such regulation, of course, applying to private as well as public hire cars.

New motor buses are continually making their appearance in Kowloon. The latest concern to enter the field is the Chun Hing Company, whose buses maintain an hourly service between Kowloon and Au Tau, proceeding via Castle Peak. These buses are very similar in type to those now to be seen in general use in Kowloon, and they provide a ready means for those who wish to take a nice long run into the country. There are now four companies operating motor bus services in Kowloon.

There is no doubt about the fact that the motor bus is gaining in popularity in all parts of the world. We recently came across a most interesting statement by the General Manager of the Pennsylvania and Ohio Electric Company, which operates a large fleet of motor buses, including a dozen 25-passenger White models. He states that the Company's buses created during last year new traffic representing an excess of \$10,000, or a 33 1/3 per cent. advance over previous traffic figures, adding that "a limited

streetcar service would hardly have produced such a big increase."

We have just been favoured with a batch of interesting literature, from the headquarters of the Automobile Association in London, including the excellent handbook issued by this well-known organisation. This book gives full particulars of the benefits accruing from membership of the Association and in addition it contains interesting facts on motor law, details of steep hills in Great Britain, a motorist's speed table and much information in regard to touring in the United Kingdom. We hope later on to be able to print some details of the service which this Association gives, together with photographs illustrating same.

It may interest our readers to learn that the Association now has some 160,000 members, and that in return for two guineas a year as a car member and half that amount as a motor cycle member, a most comprehensive road service is provided which covers free assistance by A. A. patrols, who will be found on 20,000 miles of main road in Great Britain; legal defence under the Motor Car Act and Roads Act in any Court of Summary Jurisdiction in the United Kingdom; free use of roadside telephone boxes at any hour of the day or night; free help from the mechanics in charge of road service outposts; free advice and assistance by the home and foreign touring departments of the Association. There are other benefits as well, whilst the Association opposes all legislation inimical to the free use of motor vehicles, fights for fair taxation and does all in its power to retain "the freedom of the roads" for all users.

We notice an item of local interest in the *Studebaker Overseas News*, a journal issued to illustrate the growing popularity of Studebaker cars. This relates to the fact that the Hongkong Hotel now has a fleet of thirty cars of this make in service, composed of Bix-Six, Special-Six and Light-Six touring cars. A picture shows the original thirteen cars purchased by the Hotel Company, drawn up in line outside the Repulse Bay Hotel, and it is stated that "although these cars have been driven from 75,000 to 90,000 miles, they are still in daily use and are delivering satisfactory service to their original owners. Seventeen additional cars have since been added as a result of the low operating cost and dependability demonstrated by the original equipment."

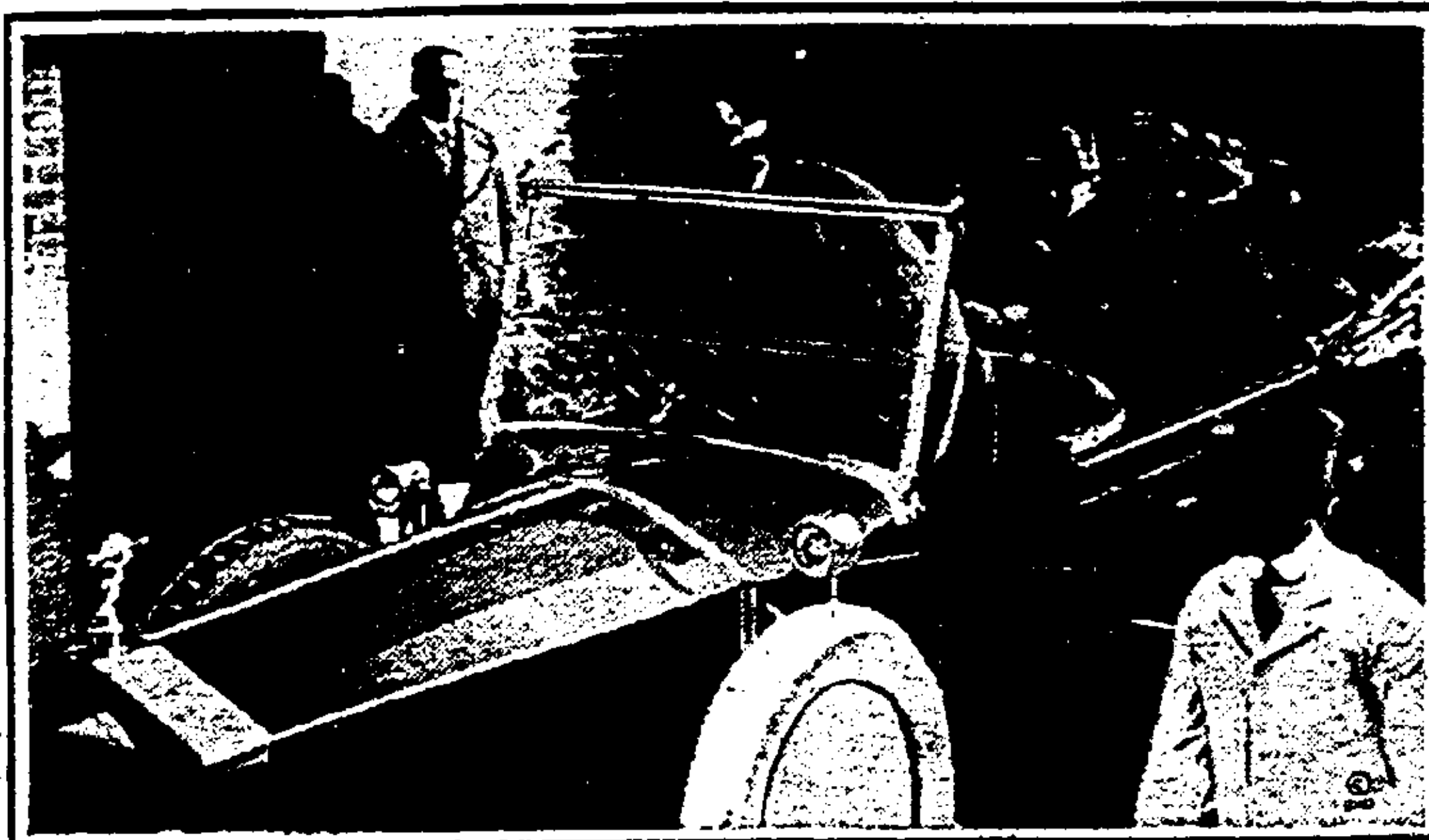
MOTOR CYCLES.

Used by Fire Fighters.

The Richmond, (U.S.A.) Fire Department has in service four motorcycles equipped with fire fighting accessories. Two of these machines were placed in service in 1920 and two during the year 1922. They were equipped after our own ideas," says Mr. Wm. M. Myers, Director of Public Safety. "to handle incipient fires which on account of their nature, did not require the

service of the larger pieces of apparatus, thus saving much wear and tear on the larger machines caused by having them responding to numerous alarms where not needed and at the same time allowing the larger apparatus to remain in quarters for immediate response to the more important regular alarms. During the time these motorcycles have been in service they have responded to six hundred and forty-three calls, and they have proved themselves very efficient."

LATE EX-PRESIDENT WILSON'S BIRTHDAY PRESENT.



This motor car was presented to the late Dr. Woodrow Wilson on the occasion of his 67th birthday. The picture was taken when the former President rode in it for the first time. Seated next to him is Mrs. Wilson. The other lady in the rear is Miss Margaret Wilson.

REAR LAMPS FOR CYCLISTS.

Points on "Burning" Question.

Whenever I write an article on rear lights for cyclists I succeed in putting the cat amongst the pigeons, says a writer in a Home paper.

In short, I am flooded with letters—some agreeing and some disagreeing—which, again, is only natural, as the writers view the question from different standpoints.

But it is instructive to find a small, but none the less welcome, proportion of cyclists in agreement with the motorist's viewpoint. In fact, one goes further than I did in a recent article thus: "You throw a lot of the blame for accidents on the cyclist who carries no rear light. I go further and throw it all on him. I push a cycle to and from business every day, and shall always carry a rear light."

THE GREATEST GOOD.
But there is an admitted divergence of opinion, and we

can assume that each side is genuine in its assertion. What, then is to be done? Surely the old solution to such problems must come into force—we must have legislation providing for the greatest good of the greatest number.

What is the greatest good in this particular case? It must surely be the reduction of accidents, that reduction to be effected by the most suitable means available.

To find out how these accidents can be reduced we must first find out how they occur. If you consult statistics or ask any experienced authority you find that over 90 per cent. of such accidents occur where the cyclist had no rear lamp.

To my mind the deduction to be made from the facts appears obvious. But many cyclist respondents counter that deduction by saying: "Red lights to be a safe precaution must be reliable—which is impossible of achievement, and cannot be fulfilled in practice."

A BASELESS ASSERTION.

Having motor-cycled for many years without any undue difficulty with my rear lamp, I

refuse to believe that any greater difficulty can exist when push cycling. Of course, nothing human is 100 per cent. perfect, but the reliability of the ordinary push cycle lamp indicates the measure of reliability obtainable.

Then from all my cyclist correspondents I get: "Motorists are out to move the onus of responsibility of avoiding accidents from the overtaking vehicle to the overtaken." Why say this? On what grounds is the assertion based?

Every law-abiding citizen can neither demand nor wish more than that responsibility should be shared by all parties. The motorist merely asks that the rear red lamp should be carried so that he can be placed in a safer position to perform his share of avoiding danger to others.

It is obviously an unnecessary danger for a motorist to have to avoid an invisible object. And in many circumstances the cyclist without a rear lamp is an invisible object.

ONE WAY OF SHOWING A CAR.



A new way to show the prospective buyer that it isn't only the appearance of a car that attracts, is this model of the new Citroen cut in half. It was shown at the recent Paris show. All working parts, besides other features, are shown so that the buyer may see exactly what he is getting.

MOTOR POINTERS.

A Long List of "Don't's".

Don't drive faster than the speed you feel to be comfortably within the Safety First conditions in the circumstances obtaining.

Don't put faith in the same use, by other road-using units, of correct cross-road procedure. Take all the care yourself all the time, always.

Don't use your new four-wheel brakes indiscriminately—you will inconvenience and possibly endanger other road-users. Keep their maximum efficiency for emergencies.

Don't insist too much on your own legal right of way—especially in traffic. Try rather to act for the best advantage of the greatest number, even if it means a momentary sacrifice of your "right."

Don't be tempted to try and overtake another car merely because it has overtaken you. It is a childish folly and is never done by the best drivers—they know better.

Don't drive on the brakes. It is bad for safety and for the wear of the car. Such inept and foolish driving is readily observable by other drivers.

Don't drive on the horn. It is not only dangerous, but brands you as lacking in the better feelings of courtesy to others—especially those in a weaker position—which is the Britisher's proud inheritance.

Don't try to "get the better" of the policeman on point duty. Help him all you can. Besides, he might summons you.

Don't assume that pedestrians—especially children—will do the right thing when you sound the horn. Allow for them doing what in your judgment appears the wrong thing.

Don't abuse the use of the horn, or imagine that its blast has magic "open sesame" qualities at cross-roads. All the best drivers use a minimum of such sounds—emergencies excepted, of course.

Don't overtake on corners, even if someone waves you on, until you know from your own observation that the coast is clear.

Don't tinker with the mechanical adjustments of your car, unless you know how to do it.

Don't think that the starting battery has the unending force of Niagara Falls stored within its small compass. It won't last you very long if you do.

Don't try and get too great a mileage out of a gallon of oil. It won't pay you. These wonderful stunt-act achievements are

South African Market.

The American Consul at Capetown reports that the predicted market in South Africa for 6,000 motor vehicles in 1923 will be exceeded. During the first six months of 1923, 4,145 motor cars and 152 motor trucks were imported. Over 90 per cent. of these cars come from the United States or from Canadian factories owned by United States manufacturers. "Little evidence of the severe depression prevailing in South Africa during the year 1922 could be found in the motor vehicle trade," says the American consul, "which is chiefly due to the fact that motor cars are no longer looked upon as a luxury but rather as a necessity. Furthermore, the decline in prices brought motor cars within the means of certain persons who heretofore could not afford them."

not yet for the average diver and average car condition.

And don't be tempted to buy cheap unbranded oil—you'll find it decidedly expensive in the end. And if you're keen on good results don't put a gallon in at a time—half a gallon is better, and a quart still better.

Don't be too lazy or too obsessed with false economy ideas to empty the sump every 2,000-3,000 miles and replenish with fresh oil. It's well worth the trouble.

Don't neglect those ingenious, well-designed points of inaccessibility that need lubrication merely because the cleverness of the manufacturer has succeeded in making them inaccessible.

Don't be afraid of gear-changing. If you have not the knack, take a couple of lessons and get it. It will save you money and add materially to your driving pleasure and eliminate those rancorous noises that create that "teeth on edge" feeling.

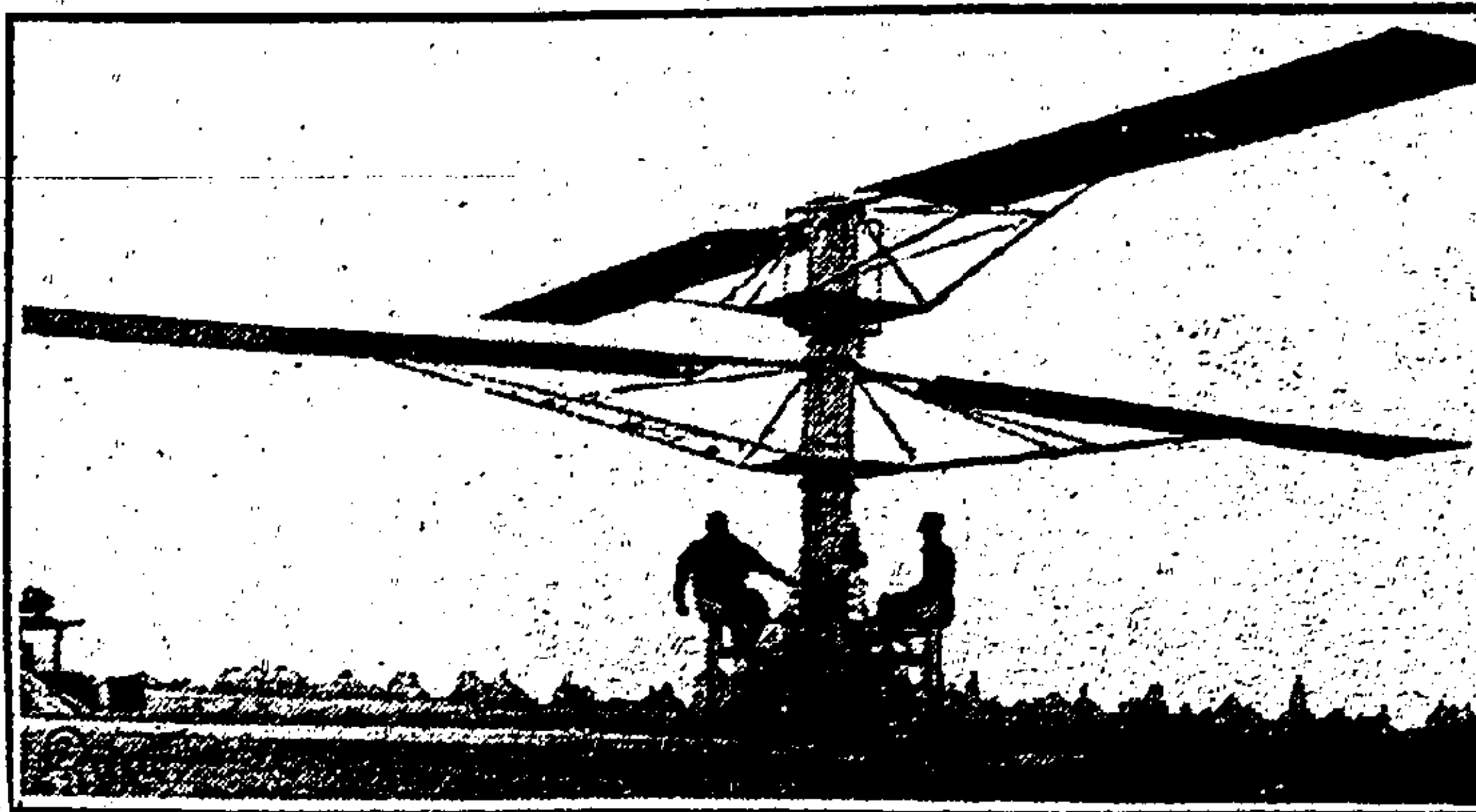
Don't forget that you owe a measure of consideration and all reasonable courtesy to all other road users. "Don't drive in such a way as to splash cyclists or pedestrians with mud, if it is at all practicable to avoid so doing. By keeping your wheels out of the worst puddles and going slowly in very muddy places you can avoid a lot of inconvenient and noisy splashes."

Don't reverse without previous notice giving yourself the "all clear."

Don't forget that your personal comfort is an important factor to your safety as a road-using unit.

Don't drive on one brake only. Use each alternately, to which let me add the qualification, "and gently." As Shakespeare said, "Show me a man's brakes, and I'll tell you what manner of driver he is." Or was it Bacon?

THE HELICOPTER—LATEST IN AVIATION.



Here is the Perry helicopter, recently completed at Lombard. During a recent flight it lifted 3500 pounds of dead weight directly off the ground straight up into the air. It has two pairs of wings superimposed one above the other and revolving in opposite directions. The wings have a spread of 44 feet. It is said the craft can rise or land in a ground space of 100 feet and can fly sideways or hover in the air like a bird.

Firestone

Belief in the standard of MOST MILES PER DOLLAR has brought acceptance of that standard from an ever widening following.

Most Miles Per Dollar

DISTRIBUTORS: **The DRAGON MOTOR CAR Co., Ltd.**

1 Ton THE GRAY TRUCK. 1 Ton

We are pleased to announce the addition to our agencies of The Gray Truck.

The Gray Truck Chassis is a sturdy, thoroughly dependable job with every part designed and built especially for truck purposes.

The Gray Truck represents the very last word in up-to-date light truck construction, where speed and minimum delivery cost per mile are absolutely essential.

Specifications, aside from its heavier construction for truck purposes, are essentially the same as those which have brought to Gray passenger cars THE WORLD'S ECONOMY RECORD.

33.8 MILES PER GALLON

on a run from New York to San Francisco.

THE GRAY TRUCK CHASSIS

is fully equipped with

Generator, starter, battery, drum head lights, dimmers tail light, front fenders, and complete tool equipment.

Specification and Prices from

Hongkong Hotel Garage.

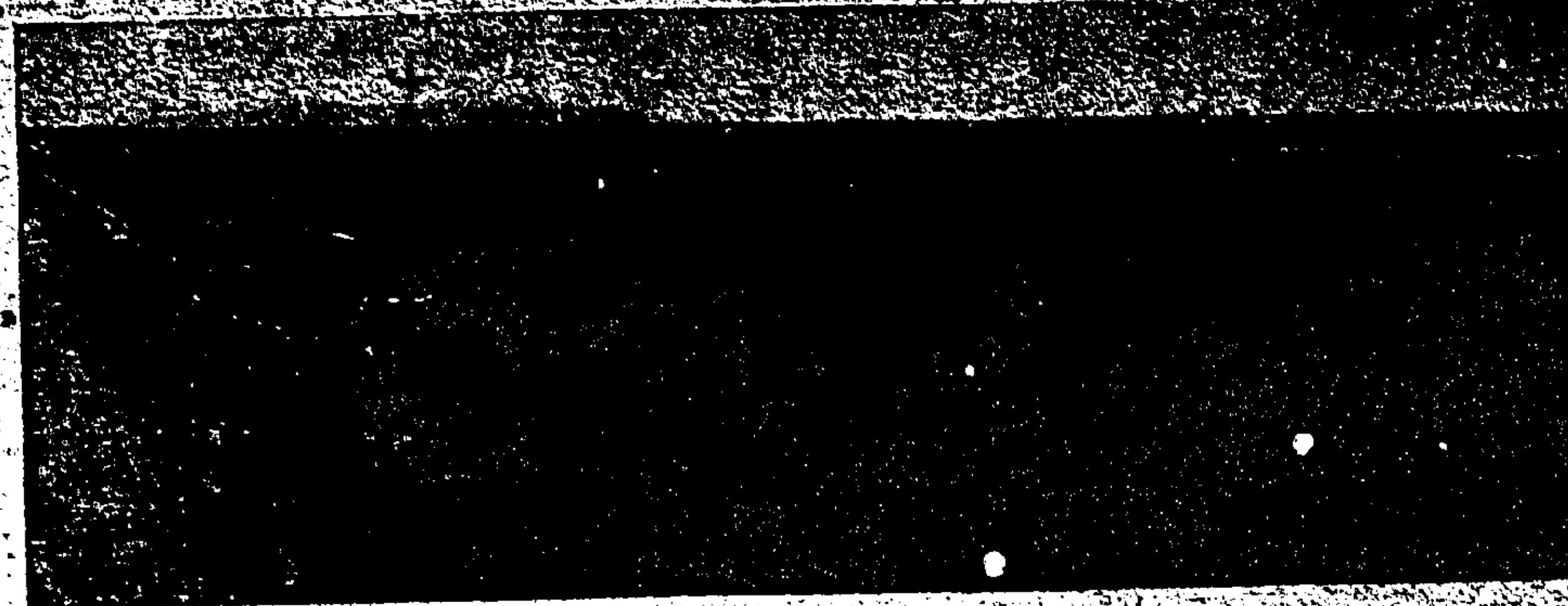
Queen's Road,
Show Rooms

Tel. 32

Tel. 32

The Hongkong and Shanghai Hotels Ltd.

SPORTS AND PLEASURE HARLEY-DAVIDSON COMBINATION



Here is another picture showing American sportsman making use of a Harley-Davidson combination in duck shooting expedition.

STUDEBAKER BIG-SIX.

Wonderful Running Performance.

On Dec. 19th last a 1919 Studebaker Big-Six touring car which had run nearly half a million miles arrived in South Bend, Indiana, on its way from Los Angeles, to New York City.

A rousing reception was accorded the car on its arrival. It was escorted through the streets by a long line of Studebaker employees' band of 50 pieces.

Daily for three years, this car ran 400 miles and its total mileage was more than 475,000 before starting on its triumphal trip across the North American continent. It is believed that this is the greatest distance ever travelled by any motor vehicle in a like period of time. And the drivers report that the veteran is performing as well as the day it was delivered from the factory.

This Big-Six, with approximately one-half million miles to its credit, is not a rebuilt car. The motor has the original cylinder block, rear axle shafts and housing, while most of the bearings that were in the car when it was delivered from the salesroom floor four years ago are still in use.

If we say that the average owner drives his car 10,000 miles a year this veteran Big-Six has rendered the equivalent of 50 years of service.

The demands made upon it have been unusually severe. This car was delivered on June 13, 1918, to a resident of Santa Paula, California, who drove it 94,000 miles and then sold it to the Associated Transit Company of Los Angeles. For the next three years this Company used it daily to deliver Los Angeles newspapers to outlying California cities. In this service the Big-Six carried three-quarters of a ton of newspapers in the tonneau—a burden equal to the weight of ten adult persons. In addition, the motor pulled a trailer containing a full ton of newspapers.

Perhaps the most remarkable record made by this car is its survival of three severe accidents. While in the hands of its original owner, it was wrecked by running off the road into the Pacific Ocean where it turned upside down. A year later it was badly damaged in a collision and towed off the newspaper run. Its third mishap occurred when it turned turtle on a wet curve.

NEW YORK SHOW.

Some Features of Interest.

New York, January 12.—The Annual Automobile Show, held this year at the 235th Field Artillery Armory, closed yesterday with a record of greater attendance than any other automobile show ever held. Despite the fact that the Armory is situated some distance from the centre of the city the exhibit was crowded at all hours from January 5 to 12.

In addition to a record attendance, the Show is said by dealers to have made a record in retail sales, while from an artistic point of view the exhibit was the most satisfactory in history. The Armory—formerly the 8th Coast Artillery Armory—has the largest floor space in the world, which allowed every exhibitor to adequately display his full line.

MANY FOUR-WHEEL BRAKES.

Undoubtedly the chief feature of the Show was the large number of new models shown for the first time with four wheel brakes and balloon tires as standard equipment. There is no doubt that both of these features will shortly become standard throughout the American automotive industry. There were comparatively few body or motor changes, and colour schemes displayed showed nothing of unusual interest. The four-door, four-passenger sedan, a compact closed body, with a trunk mounted behind, showed a great gain.

The highest priced car in the Show was listed at \$9,000.00, and the lowest at \$490.00. Prices generally showed a downward tendency, some makers maintaining the old prices but including much additional equipment, such as bumpers, spot lights, etc.

There were 74 cars and 7 taxicabs exhibited, the remainder of the 328 exhibits being accessories of various kinds.

TOKYO'S MOTORS.

Number Greatly Increasing.

Tokyo, Jan. 21.—One of the outstanding features of post-earthquake Tokyo is the enormous increase in the number of motor vehicles in use in the city. On the first of September there were barely 5,000 cars and trucks in use here, while a careful estimate made last week placed the present count at well over 10,000—an increase of 100 per cent in four months!

The failure of other means of transportation is undoubtedly largely responsible for the great increase in the use of the motor car. Other causes may be found in the lowering of the import tariff on pleasure cars and the removal of the duty on trucks, and in the fact that the Japanese people are last becoming used to motor transportation—perhaps in a short time they will actually prefer it.

DEALERS ENJOY LARGE ORDERS.

Automobile dealers in Tokyo were generally hard hit by the earthquake and fire, but they are among the most fortunate of local merchants, for their business has had an unprecedented boom since the disaster. No single firm has brought in any large portion of the 5,000 automobiles received in the city since September, the largest single order being the one for 1,000 motor busses placed with Sale and Frazar by the City of Tokyo. Comparatively few of these, however, have as yet been delivered. This firm has imported and sold several hundred Fords in the last four months, while the imports

tion of Stars by Healing & Company has also been very large. Yanase and Company probably come third in the list of large importers, for the four lines they handle—Buick, Cadillac, Chevrolet and G.M.C. Trucks—have all had very large sales. One order for 50 2-ton G.M.C. trucks with express bodies has already been delivered to the Imperial Government Railways, and a number have also gone to the City of Tokyo. Fifty Marks have also gone to the Railways, while the City of Tokyo has been a large purchaser of Federal trucks from Takata & Company. Takata has also had large sales of the Maxwell-Chalmers line.

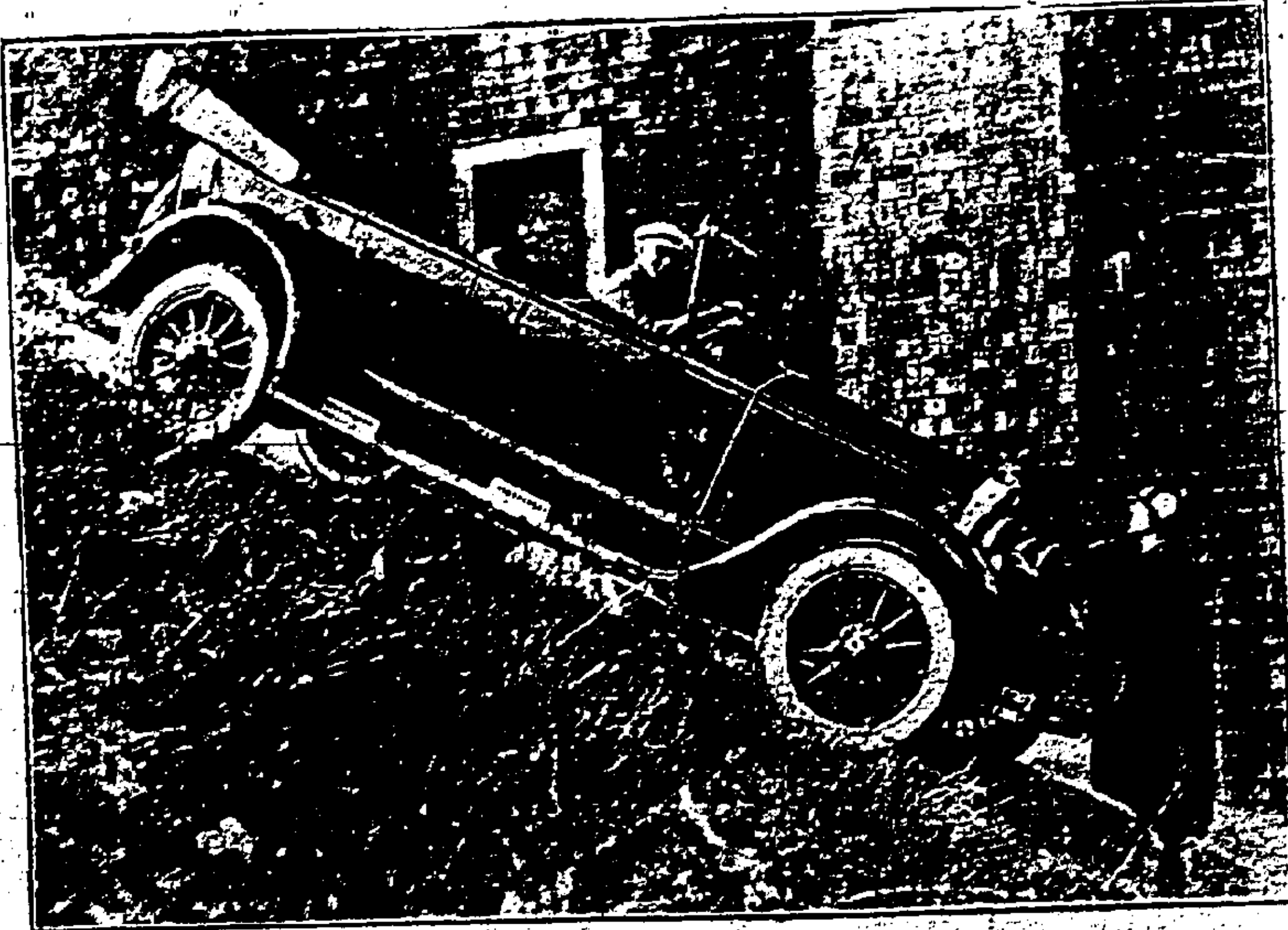
Among the light cars the Gray, which is handled by the Koto Trading Company, has sold very well, and a large number of light trucks of this make are now being imported.

Although most of the new cars brought in are of American origin, several European lines have also had good sales. The Nichi-Futan Citroen Company Tokyo has placed many Citroens in the taxicab service. P. Dourille & Co. of Yokohama, whose office was completely destroyed in the earthquake, are now back at the old stand, and report the sale of 60 Mathis cars to a local taxicab company.

SMALLER COMPANIES DO WELL.

Even the smaller companies have done a rushing business, the Central Automobile Company having placed 20 Kelly-Springfield trucks with the Navy Department. Accessory houses generally have had good sales, and there is no doubt that from now on the sale of automotive parts and accessories will be a big item.—Japan Advertiser.

FACTS THAT SPEAK FOR THEMSELVES



| 1924 | OFFICIAL POLICE BRAKING LIMITS (Tests always carried out dry roads) | BUICK PERFORMANCE ON DRY ROADS | BUICK PERFORMANCE ON WET ROADS | 1924 |
|------------|---|-----------------------------------|-----------------------------------|------------|
| Four wheel | 10 m.p.h. 9' 2" | 10 m.p.h. took 2' | 10 m.p.h. took 3' 11" | Four wheel |
| brakes | 15 m.p.h. 20' 8" | 15 m.p.h. " 10' 2" | 15 m.p.h. " 11' 9" | brakes |
| | 20 m.p.h. 27' | 20 m.p.h. " 16' 8 1/2" | 20 m.p.h. " 20' 8" | |
| | 25 m.p.h. 38' | 25 m.p.h. " 27' 1/2" | 25 m.p.h. " 28' 9" | |
| | 30 m.p.h. 53' 3" | 30 m.p.h. " 33' 6 1/2" | 30 m.p.h. " 42' 9" | |
| | 35 m.p.h. 113' | 35 m.p.h. " 41' 3 1/2" | 35 m.p.h. " 59' 1" | |
| BUICKS | (Speedometers were tested before and after the test and were found to be registered correctly.) | | | BUICKS |

THE HONGKONG & KOWLOON TAXI-CAB CO., LTD.

HOISTING CAR ON BATTLESHIP.



Captain Reginald Belknap of the U. S. battleship Colorado received a present of a motor car and took it along with him when the Colorado left for southern waters. Photo shows it being hoisted on deck at New York City. Captain Belknap will use it when he reaches foreign lands.

Columbia Storage Batteries

STARTING, LIGHTING, IGNITION
"famous for the service they render"

- We sell batteries.
- We recharge batteries.
- We clean out batteries.
- We renew battery jars.
- We renew battery plates.
- We renew battery bridges.
- We renew battery terminals.
- We renew battery separators.
- We renew battery containers.
- We open up batteries for inspection.
- We loan you a battery while repairing yours.
- We furnish a most complete motor car battery service.
- We have a large stock of spare parts for Columbia Batteries.

We give free battery inspection service at our Wong Nei Chung Road (Happy Valley) Service Station.

This includes—

- (1) Filling with distilled water.
- (2) Hydrometer and volt meter reading.
- (3) Cleaning and greasing the terminals.
- (4) Cleaning and wiping off top of battery with ammonia or soda solution.

YOUR next battery should be a COLUMBIA!

THE DRAGON MOTOR CAR CO., LTD.

Expert and Constant European Supervision

Telephone C3956.

A. J. Allison, Service Manager

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COUGH LINCTUS
THE IDEAL REMEDY
— FOR —
COUGHS, COLDS, BRONCHITIS, ASTHMA, ETC.
75 cents. Per Bottle.
PREPARED ONLY
— AT —
THE PHARMACY.
FLETCHER & CO., LTD.
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Astor House Buildings. Manufacturer of
Swatow Drawn Work & Embroideries.
Dealers in all kinds of Silk goods of the best quality.
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CHEAP SALE
The opportunity occupies 25 days only.
15th. December, 1923 — to — 8th. January, 1924.

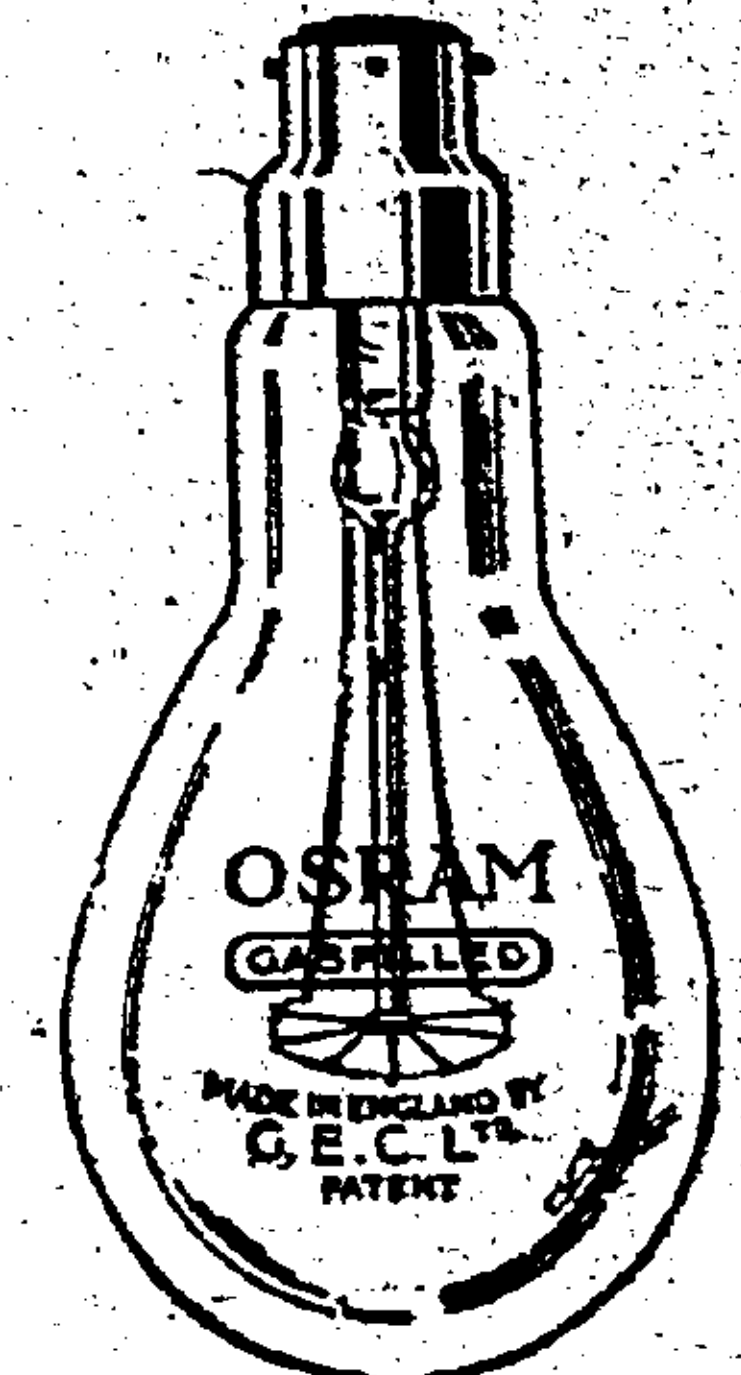
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DEALERS IN
SWATOW DRAWN AND LACE WORK
EMBROIDERIES, OLD MANDARIN COATS,
SILK, ETC., ETC.
LARGE CONSIGNMENT JUST UNPACKED.
INSPECTION CORDIALLY INVITED.

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Specially built for this Climate.
Cash or easy payments.
TSANG FOOK PIANO CO.,
Telephone 2127. 94a, Wanchai Road.

A permanent roofing at a price competitive with corrugated iron.
"ITALIT"
The perfected red and grey corrugated cement-asbestos
ROOFING
The Inspecting Engineer to the Crown Agents for the Colonies
has conducted an interesting and conclusive series of tests on "ITALIT" and a copy of his report, together with full particulars of "ITALIT," will be forwarded post free on request.
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DEVELOPMENT OF HELICOPTER.
Experiment Abandoned in America.
An editorial note referring to the experience of the United States Air Service with helicopters, which appears in the last issue of the American aeronautical paper Aviation, has a distinct interest, and is not without a moral.
It is stated in Aviation: "The news that the hanger which used to house the helicopter of Mr. McCook Field will be converted into a swimming pool accompanies the announcement that this 'direct lift' machine will henceforth be seen in the Air Service Technical Museum. The temptation is great to say that in this way some use will be made of the money spent on the D.B. helicopter, and that a swimming pool is a better asset to a flying field than a helicopter hanger. However, there is another angle to this controversial question. Suppose for a moment that some foreign helicopter had suddenly displayed an astonishing performance and nothing had been done by the Air Service to study the possibilities of such an aircraft. The inference is clear: public clamour would have rent the skies as to our backwardness in aeronautical development and our lack of foresight. Two hundred thousand dollars spent in an endeavour to 'lift off' vertically to a height under 10ft. may seem a little extravagant—but on the other side of the ledger stands the fact that the Air Service now knows what it can expect of a helicopter. And that is all to the good."
The Royal Aeronautical Society, for instance, have, in common with many other people in aeronautical circles, had considerable doubts as to the wisdom of devoting much time and attention to the helicopter, in view of the urgency of other and, in their view, more practical research. The Air Ministry have offered a prize of £50,000 for a helicopter answering certain conditions, but there is a considerable body of opinion which holds that by its very nature a helicopter can never be so efficient as an aeroplane. Therefore, it is contended, research should be concentrated on the improvement of the aeroplane. It seems that America has arrived at that conclusion, and has acted upon it. The Air Ministry's offer, it should be noted, involves only a contingent liability rather than an actual liability, and by this offer it has been made reasonably certain that any practical development of the helicopter will be brought to their notice.

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Published Daily
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TEL. No. 1. Cable add. "TELEGRAPH"
Subscription \$36.00 per year.
Correspondence intended for publication must bear the name and address of the writer.
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FRECKLES AND HIS FRIENDS
Tag Knows Something
BY BLOSSER

Panel 1: "WHY IS SOME CHILDREN ORPHANS, AND SOME AUNT, MOM?"
Panel 2: "I SEE YOU HAVE TO EXPLAIN IT TO YOU."
Panel 3: "ALL THE LITTLE CHILDREN THAT HAVE NO FATHER AND MOTHER ARE CALLED ORPHANS—AND THEY ALL LIVE IN A PLACE BEHIND THE ORPHAN'S HOME."
Panel 4: "ARE ALL THE CHILDREN GOOD, MOM?"
Panel 5: "VERY CERTAINLY!"
Panel 6: "BUT HOW CAN THEY BE WITHOUT ANY DADDY TO SPANK 'EM?"

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DEATH.

DAY.—At the Government
Civil Hospital, on February 8th,
1924, Harold H. Day, of the
Hongkong Electric Co., Ltd.,
aged 30 years. Funeral passes
the Monument at 5 p.m. to-day.

ACKNOWLEDGMENT.

Mr. Thomas Petrie returns
sincere thanks to his many
friends for their sympathy in his
bereavement and for the floral
tributes to his dear wife.

The Telegraph.

HONGKONG, 9th Feb., 1924.

AN AMAZING AFFAIR.

A few months ago the commercial world of China learned with interest of a decision by the Australian Government to close its Trade Commissioner's office in Shanghai and dispense with the services of Mr. Edward S. Little, the Commissioner. This information came in the form of a newspaper extract, first reproduced in one of the Shanghai dailies, which gave a fairly full account of a discussion in the Commonwealth Parliament of the alleged peccadilloes of the Trade Commissioner, and the seeming lack of benefit from his activities. Among the charges brought against Mr. Little were his alleged neglect of opportunities for pushing Australian trade by giving preference to a business in which he was supposed to be interested financially, his alleged general unpopularity with the commercial community, and his alleged profitable "deal" out of the exchange fluctuations in his salary of taels compared with the Australian pound. There were minor charges of other kinds as well. Were one to accept those allegations as correct—the impression made by a Parliamentary discussion on the minds of the general public would naturally be a serious one—there could be no occasion for surprise at Mr. Little's dismissal. On the other hand, were one to learn that the accusations were unfounded, the only feeling towards Mr. Little could be a deep sympathy and a hope that he would receive adequate redress. We are not acquainted with any of the parties to this dispute, and we do not know any of them even by sight, but we feel that the matter has become one for a wider publicity than it has received; and as absolutely impartial commentators we can leave those of our readers who care to consider the matter to form their own conclusions. At present we write without any knowledge of what further investigations or Parliamentary discussions there may be; but from all that has transpired during the past few months we feel sure that more will yet be heard of what can fittingly be described as an amazing affair.

Our reasons for approaching the subject again and giving it such a measure of publicity in our columns, is that we have been enabled to peruse a defence of his position which the late Trade Commissioner is sending to the Commonwealth Government and to every Australian M.P., with a plea for their further consideration of his case. Mr. Little sets out the various charges made against him, and replies to each in turn, in a manner very frank and apparently convincing. He declares that the attack made on him in the Australian Parliament took him entirely unawares; certain undisclosed information in the possession of the Ministry was referred to in a manner that suggested misdemeanour on the Commissioner's part; and the report made by Senator Bakhap (who went to Shanghai to investigate) has not been given its due consideration. This report completely exonerates Mr. Little from every charge made against him, besides supporting the suggestion that he was the victim of deliberate misrepresentation. Mr. Little states in the course of his defence that he disclosed the whole of his financial interests in China to the Commonwealth Government and scrupulously observed their conditions; he proved he had no investments whatever in a Shanghai firm bearing his name and did not give them trading preference; he did all he could to obtain publicity for all the samples arriving from Australia; certain significant passages in cables sent to the Government by his accusers were omitted from the Parliamentary report; threats were uttered to him that every attempt would be made to oust him from his position; he naturally made no profit out of his salary (which was not excessive for his office) as it was in taels and was spent in China as such; various persons named by his accusers actually testified in his favour; Senator Bakhap was thoroughly impartial in his investigation, which fully exonerated Mr. Little; he was not accorded fair treatment by the Government; and, in short, he declares he was the victim of deliberate calumnies. He refers to the supposed enquiries by an M.P. in Hongkong, whom the local Chamber of Commerce had not even heard of during his apparently short visit to that port.

Above is a brief summary of Mr. Little's defence. He publishes in full all documents connected with the matter, apparently sure of the verdict of any unbiased investigators. He appeals for justice to the "profound sense of right," irrespective of political feeling, which exists in the hearts of men of British race. If the facts are as Mr. Little states them, then he has certainly suffered a severe blow to his prestige and reputation for integrity, which he claims extends over 37 years in the Far East. If there has been the deliberate campaign of false accusations which he refers to in his defence, then he has been the victim of a terrible injustice. We trust that if he is able to vindicate himself before the representatives of the Commonwealth Government, there will immediately be a public retraction of the grave charges he has had to face. That would be the very least that would be due to him.

A Company Dispute.

It is fortunately not very often that the relationships between shareholders and directors of public companies ever become strained as they are to-day in the Green Island Cement Company. The extraordinary general meeting held on Thursday at which four of the directors resigned because they interpreted the action of shareholders as tantamount to a vote of no confidence was not only one of the most outstanding happenings of the week, but is probably without precedent in the history of public companies here. So far as the merits of the dispute are concerned—whether the policy advocated by Mr. D. G. M. Bernard or that followed by the shareholders is the better—it is not our purpose to discuss them. We don't know enough about the workings of the Company for one thing, and we don't know any "inner history" for another. But we do think we are privileged to express regret that at a meeting of so important a local concern such uncompromising attitudes should have been displayed. It must be assumed that both directors and shareholders were actuated in holding the views they did by a desire to do the best for the Company of which they are part owners, and, surely, some preliminary "feelers" could have been exchanged before the meeting and so have avoided the spectacle of a public rupture. It was surely unique to see shareholders forcing directors to take more money from them, and it was equally unique to see directors attempting to refuse it, but inasmuch as the question was one wholly concerning the future development of the Company it is hard to see why some compromise could not have been effected. The lesson of it all, to our minds, that local shareholders are determined to become more articulate than has been customary in past years. And, so far as that is concerned, we can see nothing at which to object.

A Fine Site.

One of the most pleasing features of the settlement of the military lands question, if it be effected, will be the eventual securing for the public of that big stretch of ground on Nathan Road, Kowloon, which is bounded on the one side by Haiphong Road and on the other by Austin Road. The whole plot comes to over 78 acres, but, of course, in the eventual lay-out a considerable portion will have to come off this for roads, etc. Nevertheless, it is a fine piece of ground, and it will be something very much to the good when it is put to better use than the stabling of mules, etc. We are wondering what will be the ultimate fate of this area. It would, of course, make quite a fine European reservation, but this is unlikely in view of the character of the plans laid down for the future development of the whole of Kowloon Point. We do hope, however, that the Government will not permit this site, situated on such a magnificent road, being put to whatever purpose the eventual purchasers think fit. It would be something approaching a disgrace were the Nathan Road frontage, for example, to be utilised for the erection of Chinese shops, either with or without the customary tenements above. There should be some provision laid down whereby a measure of control is exercised by the authorities over the type of building to be allowed on this land. In making that suggestion, we know that we shall have with us the support of the majority of the European residents of the peninsula.

TO-DAY'S MISCELLANY.

The problem of fires originating in the coal bunkers of ships, and the means of minimising the risk of them, was discussed in a paper read by Mr. John H. Anderson before the Institute of Marine Engineers.

Mr. Anderson said that an average of two hundred vessels per annum were destroyed from fires caused by spontaneous ignition of the coal in ships' bunkers. Broadly speaking, all coal was liable to spontaneous ignition under certain conditions. Old heaps of coal should be cleared out of a hold before new coal was put in, because the new coal was easily fired by the heat from the older stuff. Wood should be absolutely prohibited in every place where bunker coal was stored. Where large tonnages of coal were put into one great space it should be seen the coal was not piled up above the height where it was safe to vent itself without risking fire.

Bulls and Inners

From the Office Butts.

There is no truth in the theory that Hongkong's recent Military over-contributions were in the nature of a secret reserve.

Even cement will not keep some shareholders and directors together.

What some of these shareholders want is evidently a reinforced cement Directorate.

Market report—Firecrackers have been booming since our last report.

The "intelligent" compositor who referred to the Bear of Education must have meant a Bore.

Memorise this after reading it once—
Whisky when you're well makes you sick!
Whisky makes you well when you're sick!

We should think more of Sir John Oakley's "greeting" in his award if it had not been accompanied by a bill for about seven million dollars.

As it is, we feel like doing the greetin' ourselves.

The monthly report of the Hongkong S.P.A.C. shows that there were fourteen sheep and goats seen ashore during January. We observed far more than that in Brokers' Alley in one day.

A fire interrupted a wedding in London, but it went out. Bet that's more than the bridegroom can do now.

There are five pay-days next month, but it's then that we begin to order our summer clothes.

Friday is fish day. Suppose the bachelors will be the poor fish on Friday, 29th February.

We do not think \$1.90 a foot a bit thick for the Mule's Home in Kowloon.

But the smell is.

Statistics show that if we work hard we may pay all last Christmas bills before December 25th this year.

One thing about Leap Year, it gives us an extra night out.

Cigar business at Home only increased four per cent. last year, despite the fact that there was a General Election.

The printer's "devil" who made a contemporary refer to the festive week as "these fast few days" deserves promotion.

The manufacture of tobacco declined last year. We thought so—nobody seemed to have any when our pipe got empty.

Statistics show that 45,093,982 bunches of bananas were sold last year in the States. That song-writer must be a liar.

The days are getting longer now. Suppose somebody will claim that the Labour Government is responsible!

If your Leap Year prospect has a monstache, kissing a hairbrush will toughen your lips for it.

"An Introduction to the Study of Alternating Currents" ought to have a ready sale among local yachtsmen.

A Canton contemporary says that on account of the New Year, "almost everybody wishes to have his hair cut." This is one barbarous custom that hasn't died out.

Under the heading "Sports of all Sorts," the *Post* gives figures of the reduction in the Franco-Belgian forces in the Ruhr. France evidently wins, because her figure is 30,000 to Belgium's 4,000.

Never put off till to-morrow whom you can do to-day.

If you want to stay single during Leap Year, wear your Christmas ties.

If you ask her why she doesn't dress instead of going naked, you may remain a bachelor during Leap Year.

Another method of giving up that Hongkong's recent Military over-contributions were in the nature of a secret reserve.

From the look of some of the books, "your favourite author" is dear at \$1.00.

We thought at first it was a mistake when a local shop advertised a book entitled "Girth Control."

The way of the wicked is hard. The Soviet has decided to commence business with Greece.

"Londoners Admire Their Police," says a newspaper heading. Excepting the people who get judged, we presume.

Judging from recent executions, Russia would still appear to be revolting.

A problem for youthful arithmeticians—If it takes the War Office and the Government forty years to agree to the sale of military lands, how long will it take the Churches of England and Rome to unite?

The women of every nation, excepting Egypt, do not agree with Pavlova that Cairo damsels are the most beautiful.

The question will most probably be referred to the League of Nations.

If these Colorums continue to misbehave they will run a grave risk of getting their pictures in the newspapers.

The Hongkong Police cannot use dogs to smell out pirates, for how then could we buy soupmeat and shares?

If this intensive advertising continues, we shall next read of the man who loaned his landlord the revolver.

One way of disposing of Murray Parade Ground. Why not make it the first prize in the Hongkong Ching Foo Sweepstake?

We're still awaiting Ramsay MacDonald's answer.

What we need most is a pony measuring device to forecast the length of its kick.

Judging from the dances arranged for the Shanghai Billiard team, we should think Hongkong would win easily.

For that dark-brown taste, try Physikurate.

If Hongkong folk think there's nothing in Polar Colonization let them first try camping out at Chinese New Year.

How about the Boxing Association staging the next Company meeting?

Directors on the knock-out system would surely appeal to the public.

The individual who entertained residents in the vicinity of the lower tram station with bagpipe selections until 1.15 this morning has about as much thought for others as a banana skin on a wet pavement.

Overheard on the ferry. The sweet thing, reading her *Post*, to her more male; "How is it so many of these naval boxers have the same initials?"

The Mexicans haven't broken their New Year Revolution yet.

Half of our politicians are fit for nothing, and the other half fit for anything!

From an American paper "Bootlegger Loses Suit". Better that than his case!

Some of our whipped criminals are now cursing the man who invented salt.

Whether a cold snap is pleasant or irritating depends on its being weather or wife.

A boy of fifteen who led Harvard in his exams, attracted almost as much attention as a football player.

Sailors wrecked off the Alaskan coast could find nothing to eat excepting porcupines. Stick up in more senses than one.

DAY BY DAY.

PUBLICITY IS FOR A POLITICIAN, THE LINE OF LEAST RESISTANCE.—Mr. Philip Goodale.

Tenders are being invited for the construction of a new store at the Central Police Station.

The names of Mr. F. Clemes and Mr. Sik Lam-wong have been added to the list of authorised architects.

It is proclaimed by order of His Excellency the Officer Administering the Government in Council that Saigon is a place at which an infectious disease prevails.

The local manager of the Mercantile Bank of India has received cable advice that a branch of the Bank will be opened at Soerabaya on Monday, 13th inst., in charge of Mr. F. W. Harris.

It is notified that, at the expiration of three months, the Canton Steam Laundry, Limited, will, unless cause is shown to the contrary, be struck off the register and the company will be dissolved.

H.M.S. Diomed sailed for Shanghai and Yangtze ports this morning. Owing to trouble between Chinese and local Japanese elements at Amoy, H.M.S. Diomed will call there on her way north.

Observatory returns for January show that the average mean temperature for the month was 62.4, the highest being 74.1, on the 13th, and the lowest 47.3, on the 1st. There were 102.3 hours of sunshine and 1,080 inch of rain. The average humidity was 81.

A new regulation under the Tramways Ordinance read:—“The driver or conductor of a car shall stop or move on the same in obedience to all directions and signals which may be given by any police officer in uniform for the purpose of regulating traffic.”

The Water Return shows that the amount stored in Hongkong reservoirs on February 1st was 1,590.73 million gallons, as compared with 919 million gallons on the same date last year. The respective figures for Kowloon were 281.96 and 231.38 million gallons.

Amongst those present at the funeral of the late Mr. H. E. R. Hunter, of the Hongkong and Shanghai Banking Corporation, which took place at the Teddington cemetery on January 4th, were Sir Newton Stubb, Mr. H. Birkett, Mr. H. Looker and Mr. Gershom Stewart.

The funeral of the late Mr. Alex. Fr. Norin, fourth Officer on the Swedish motor-ship Hemland took place last evening at the Protestant Cemetery, the burial service being conducted by Rev. J. Kirk Maconsachie. Wreaths were sent by parents, brothers and sisters of the deceased, Captain and officers of the Hemland, the Swedish East Asiatic Co. Ltd., and the Swedish Trading Co. Ltd.

The s.s. Yatshing, of the Indo-China line, has just been released from the quarantine anchorage after having had an outbreak of small-pox on board. The boat came in from Amoy on the 6th, and reported the outbreak, the Captain of the ship, Capt. C. E. Webb, and the Third Engineer, being later removed to hospital suffering from the disease. The ship has been detained in quarantine until now.

Sir Samuel Chisholm, Bart., Glasgow, a former Lord Provost of Glasgow, and chairman of the Clyde Navigation Trustees, left in addition to real estate, personal estate valued for probate at £114,162. He left over £20,000 to various Scottish religious and charitable institutions, hospitals, etc., the residue being left to the Mission of the United Free Church, the China Inland Mission, and Salvation Army.

SIR EDWARD STUBBS.

A MANILA INTERVIEW.

China's chaotic political conditions have resulted in a veritable tidal wave of crime in Hongkong, according to His Excellency Sir Reginald Edward Stubbs, Governor of that British possession, who with Lady Stubbs, arrived in Manila yesterday aboard the President Jackson, says the *Manila Bulletin* of the 4th instant.

With the strength of the country being steadily sapped by the warring factions, the starving desperate natives take to robbery and acts of violence in the stern fight for existence while another class of criminals, gun-runners, have arisen to profit by the unhappy condition of the land.

To meet the crises the Governor has greatly increased the Hongkong police force and has staunchly backed the severe sentences imposed by the British courts.

NO MERCY FOR SMUGGLERS.

Arms-smugglers, when caught, are dealt with promptly and severely.

For obvious reasons the Governor could not discuss freely the political situation in China.

“Anything is apt to happen,” he said in regard to the Canton situation. “It is the old question of ‘Who shall rule’ being refought on a somewhat larger scale than heretofore. Boiled down, the situation is this: Dr. Sun Yat Sen refuses to recognize the Peking government and the Peking government refuse to have anything to do with Dr. Sun.”

“Rumours,” the distinguished guest added, “were rife about a big smash-up in the Canton sector over China New Year's, but they do not worry British naval authorities who have sent most of the Asiatic Fleet on cruises north and south, leaving only a small police force in Hongkong.”

HONGKONG GROWING.

Governor Stubbs has been at the helm in Hongkong for four and a half years, taking the position in 1919. During his regime the city has experienced an unequalled growth, thanks to a steady flow of immigrants from the back country and the tide of Occidentalism that has been bringing new and bigger business to the island.

The year just ended sees Hongkong with a population nearing the million mark, the Governor says, and celebrating the biggest shipping year in its history. Health conditions have been steadily on the mend and the present small pox epidemic is now under control, thanks to an extensive campaign of vaccination and sanitation.

TRAIN OUTRAGE IN SERBIA.

Caught the Lawyer Asleep.

A wholesale train robbery of a very sensational type is reported from Southern Serbia. The Skoplje-Ohrid train, which owing to the prevalence of outlawry in that district, runs only by day (and in the winter makes the journey in two stages owing to the shorter day), was delayed and had not reached the halfway station, Gostivar, by nightfall. Between two villages the engine driver noticed a barrier of stones ahead on the track, and cries of “halt” were heard at the same instant, accompanied by rifle-fire. A large band of outlaws, reported to be Albanians, held up the train and ordered all the passengers to alight; they numbered about one hundred. They were systematically robbed, some even of their clothing, and those unfortunate ones who possessed neither valuables nor good clothes were maltreated, according to one account. After nearly two hours the train was allowed to proceed. It had been robbed of the sum of over half a million dinars, owing to the circumstances that a number of merchants were returning from a sale. Gendarmerie and soldiers sent in pursuit have so far failed to track the band.

The incident, serious enough in itself, has one amusing side. There was one traveller who escaped. This was a lawyer, who was fast asleep in his compartment. The outlaws did not notice him when they ordered the travellers to leave the train, and he did not wake during the two hours' work of plunder.

IMPOSTOR SENTENCED.

Pretended Survivor of H.M.S. Cressy.

The Crocydon Magistrates had before them a man who had claimed to be a survivor of H. M. S. Cressy, which was sunk in the North Sea in 1914. The prisoner was George Fugh, 29, described as a gardener, and was charged with obtaining £20 by false pretences from Grace Batchelor, of Dennett-road, Crocydon, with intent to defraud. He elected to be dealt with summarily and pleaded “Guilty.”

Detective-inspector Hedges said that the day before he saw the prisoner at Mrs. Batchelor's house and told him he would be charged with obtaining £20 by false pretences from her by representing that he was her lost son. The prisoner was wearing medals belonging to Mrs. Batchelor's son, who had been missing for nine years.

Mrs. Amy Stuart said that she had known Mrs. Batchelor for a great number of years and knew that she had a son known as Ben, who went down in the Cressy. She saw the prisoner in the street, and as he looked very ill allowed him to come to her house to rest.

Helen Wiggins, a daughter of Mrs. Batchelor, said that the prisoner claimed to be her brother Ben. She was present when her mother gave the prisoner £20, which she borrowed.

In answer to the Chairman Inspector Hedges said the prisoner was one of the rankest impostors he knew. He started his criminal career in 1914. In 1916 he was sentenced to five years' penal servitude for false pretences. He had been identified under a number of aliases as having been several times previously convicted.

The prisoner was sentenced to six months' imprisonment with hard labour. The Chairman said the Bench regretted that they could not give him more than that term, which was the maximum penalty.

HORATIO'S PRISON LIFE.

Two warders at Wormwood Scrubs Gaol have been dismissed and another has been placed on probation and transferred, following an inquiry into the recent smuggling out of the prison of some newspaper articles by Horatio Bottomley.

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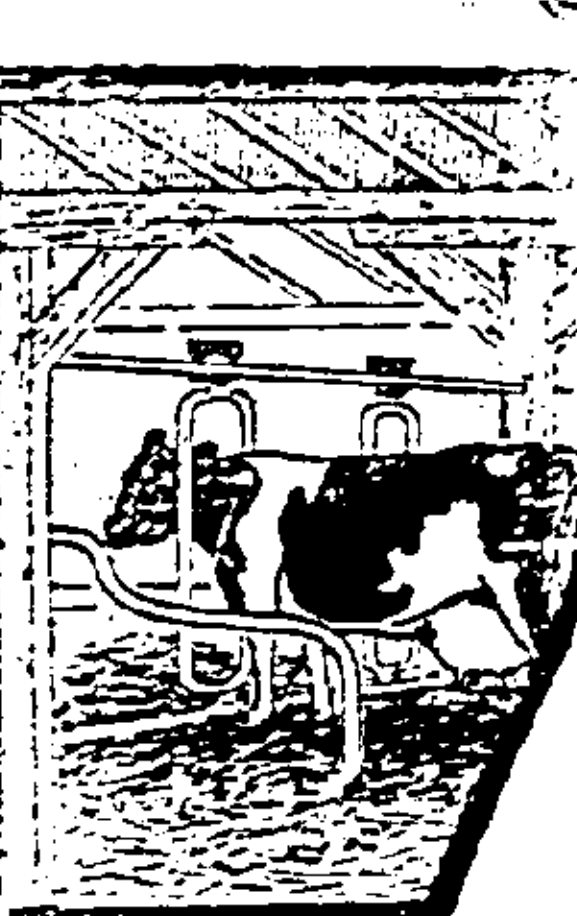
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There is a good selection of each at price ranging from \$65.00. Flannels from \$55.00

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Legrand et Fils.
Courvoisier & Co.
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John Exshaw No. 1 & Very Fine Old Liqueur
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DAI NIPPON BREWERY Co., Ltd.

TOKYO JAPAN

Specialty Brewed for Export

Sole Agents—

Mitsui Bussan Kaisha, Ltd.

HONGKONG.

Now, is the winter of the Pipe Smoker's content. As the Government will not reduce the Duty on Tobacco, we have reduced our prices for the following Brands:

| | | |
|---|-----|--------|
| Skippers | ... | \$1.20 |
| Pinnace Navy Cut | ... | \$1.20 |
| B.D.V. Mixture | ... | \$1.30 |
| Cordangan | ... | \$1.50 |
| Boardmans, Chairmans Recorder, John Cotton, Barneys, Parson's Pleasure, Punch Bowl, Army Mixture all to | ... | \$1.50 |
| Ardath | ... | \$1.40 |
| Vafiadis Egyptian Cigarettes reduced to non plus ultra | ... | \$1.60 |
| La France | ... | \$1.40 |
| Dames | ... | \$1.40 |
| Superfines | ... | \$1.30 |

THE HONGKONG CIGAR STORE, LTD.
Alexandra Building

SPECIAL END-OF-SEASON **OFFER**
Feb. 11th to 16th



"RITZ"

Felt Hats

in various colours
and styles. All Sizes

\$9.50 each.

MACKINTOSH

& CO. LTD.

MEN'S WEAR SPECIALISTS.

Alexandra Building,
Des Voeux Road.

SEE OUR —

Special Announcement

ON PAGE 3

CONCERNING OUR GREAT

**Economy
Sale**

NOW PROCEEDING

YEE SANG FAT CO.

CLEARING - UP - WEEK

AT
WHITEAWAY'S

Monday 11th. to Saturday 16th.
FEBRUARY.

During This Week we will offer all oddments and remnants
which have accumulated during our Sale, and all spoiled
and out of date goods At

GIVING - AWAY - PRICES

BARGAIN TABLES

AT
HALF PRICE

ONE THIRD PRICE

QUARTER PRICE

ONE DOLLAR

FIFTY CENTS

TWENTY-FIVE CENTS

\$20,000

worth of goods to be cleared
at

LESS THAN COST

Whiteaway Laidlaw, & Co., Ltd.

20, Des Voeux Road, Central, Hongkong.

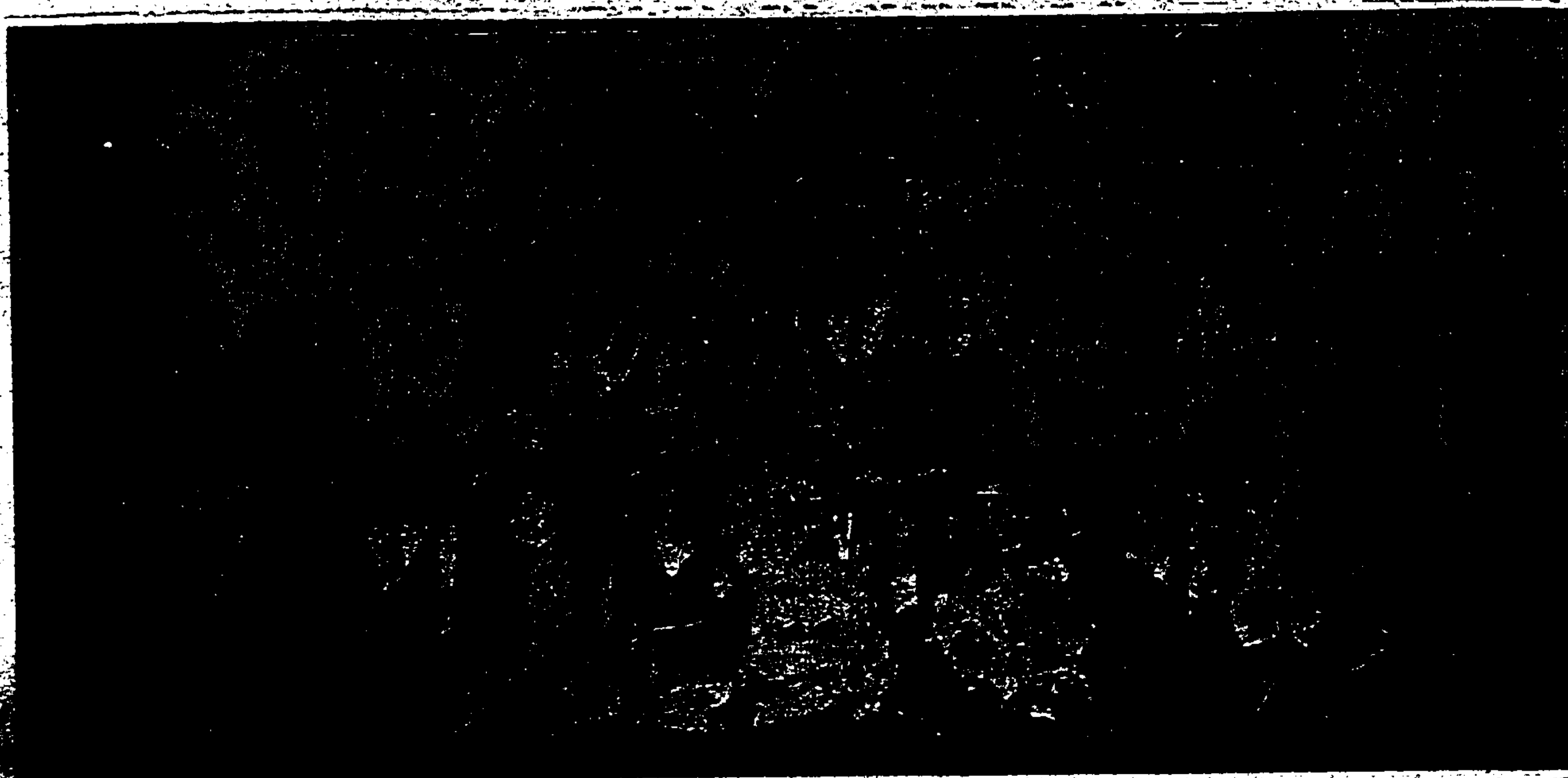
CAMERA NEWS.



This shows the officers and crew of H. M. S. Despatch with their sports trophies. (Photo: Ah Hing).



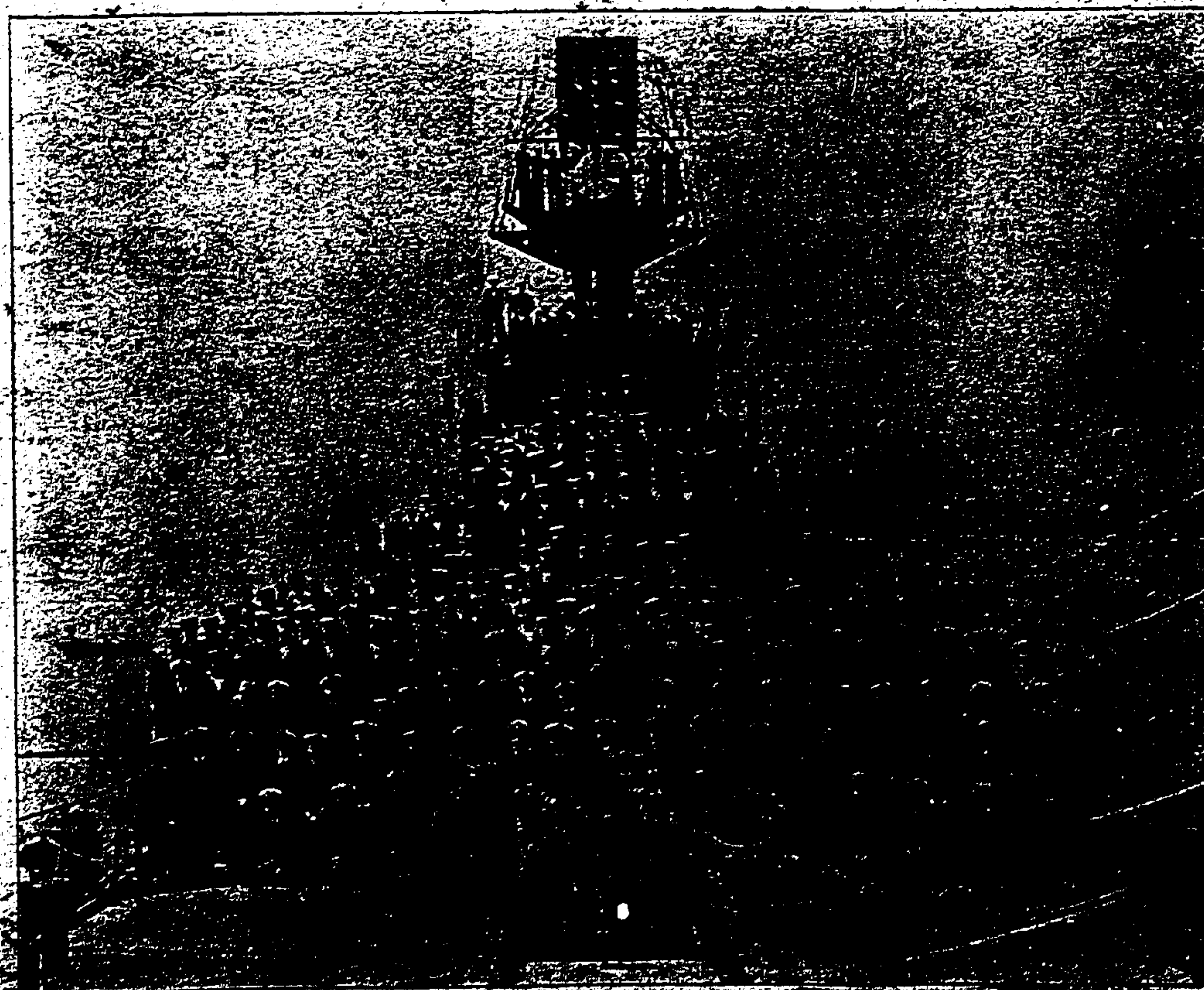
Mr. Lionel Ames, who was leading "lady" in the play "Cotton Stockings Never Made A Man Look Twice," played by University of Michigan students whilst on tour.



Picture shows a jolly children's costume party recently held in Shanghai.

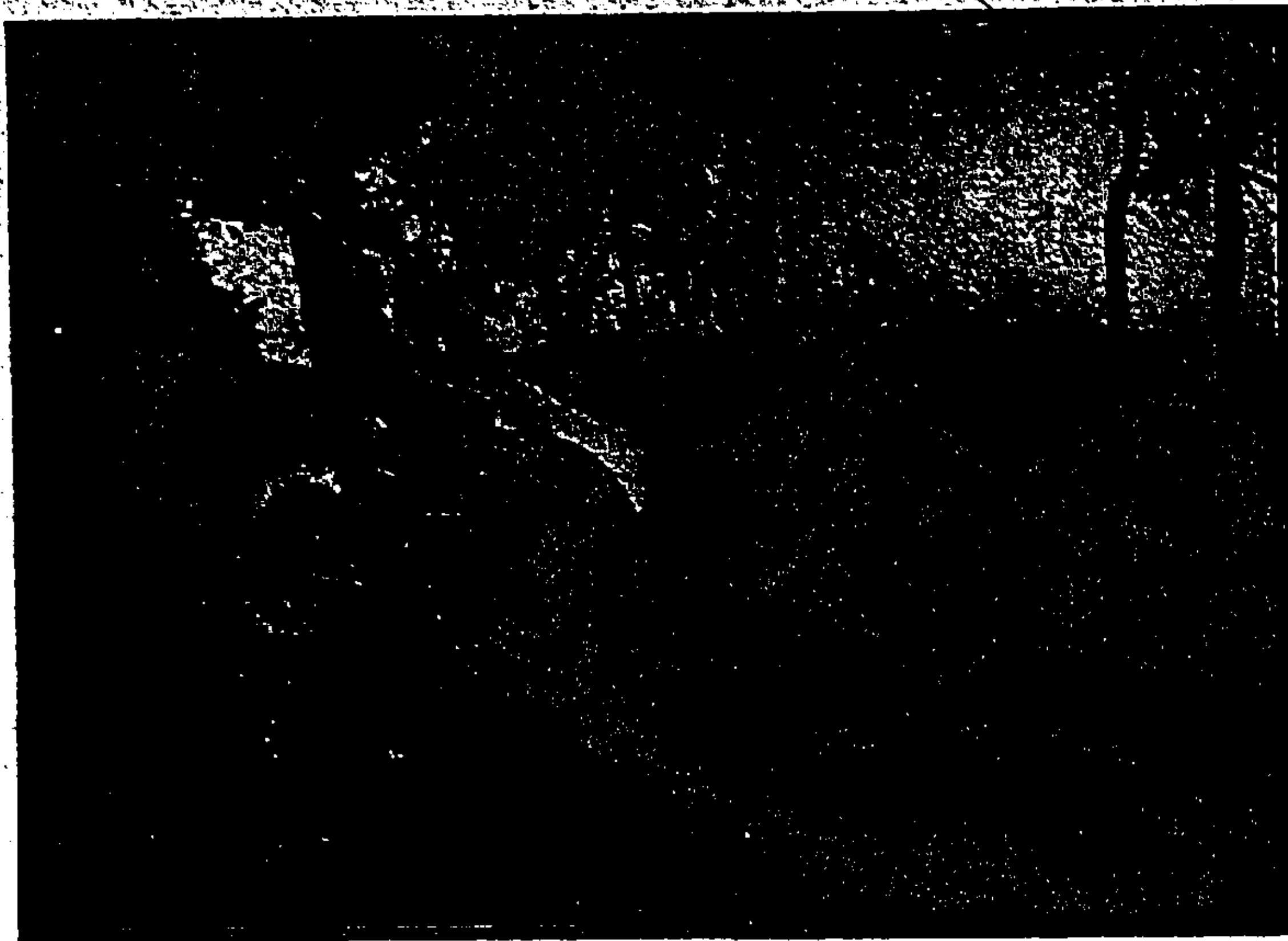


New York is soon to see, it is reported, a new church building which will reach higher in the air than the Woolworth Building now does. It will be called the "Broadway Temple," and will be situated on Broadway near 173rd Street.



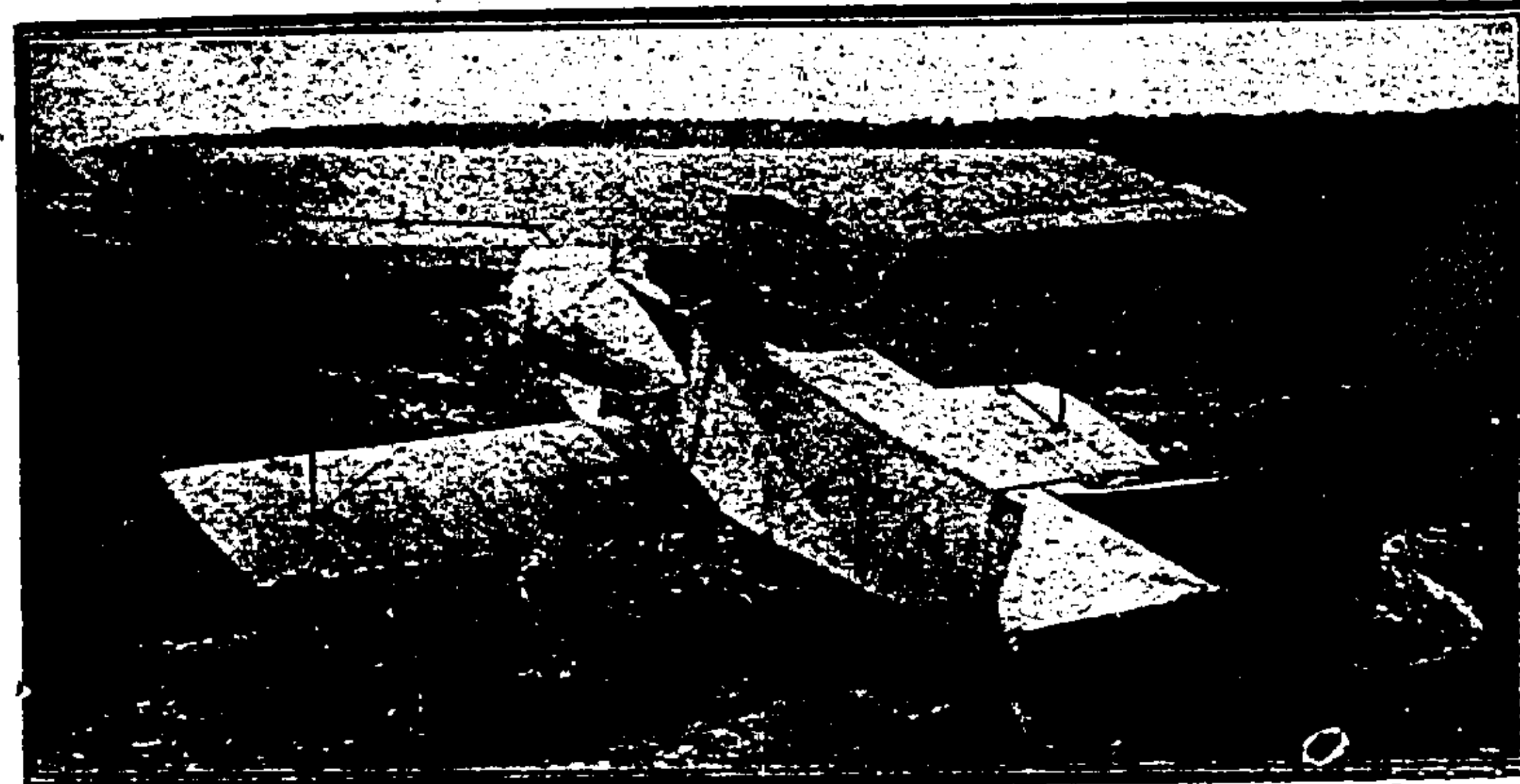
Here are the officers and crew of H. M. S. Despatch with trophies won on the Chinese coast. (Photo: Ah Hing).

THE ADAPTABILITY OF THE TRACTOR.



The type of tractor purchased by General Ho Feng-ling, the Defence Commissioner, can travel anywhere. This interesting picture shows a Citroën car, fitted with tractor attachment, travelling over rough country. The adaptability of this tractor for civil purposes was demonstrated by the expedition that crossed the Sahara Desert.

GERMAN AEROPLANES FOR SALE.



Rear view of aeroplane of type offered to the Nanking authorities in unlimited numbers by a German firm whose representative is now in Shanghai. The machine purports to be of the latest model two-man bombing type, but is said to be really of pre-Armistice model.

MOTOR FUEL

Some New Experiments.

The year 1924 will witness the spread of a more powerful and more efficient motor fuel than has heretofore been in use.

This prediction is made on the basis of tests now being conducted, and uses already being made, of new automobile fuels.

Large oil companies, here and there, are trying out a new form of gasoline in which some ethyl fluid is injected. In the south, a similar fuel is being used. In the gas-well regions of Ohio, Pennsylvania and West Virginia, a process by which gasoline can be extracted from gas is being tested.

Other compounds are introduced at regular intervals. All promising to reduce the cost of fuel for motor cars, produce more mileage and cause less carbonization.

Yet, from the Bureau of Mines comes the assertion that coarse gasoline isn't any worse than the refined or "high test" variety that it works as well as any cleaner fuel. But the advantage of the costlier fuel lies in its capacity to start a cold motor sooner than the other, and to keep the cylinders comparatively free from carbon. So far as mileage is concerned, there seems to be no advantage.

MORE MILEAGE.

It is on the matter of mileage, however, that the motorist will profit this year, if the inventions and discoveries of chemists are commercialized. There is for instance, the ethyl gas produced in the General Motors Research Laboratories in Dayton, last year. Greater mileage, greater power, greater economy are claimed for this fuel. And all it consists of, say the chemists responsible for its discovery, is a small portion of ethyl fluid to ordinary gasoline.

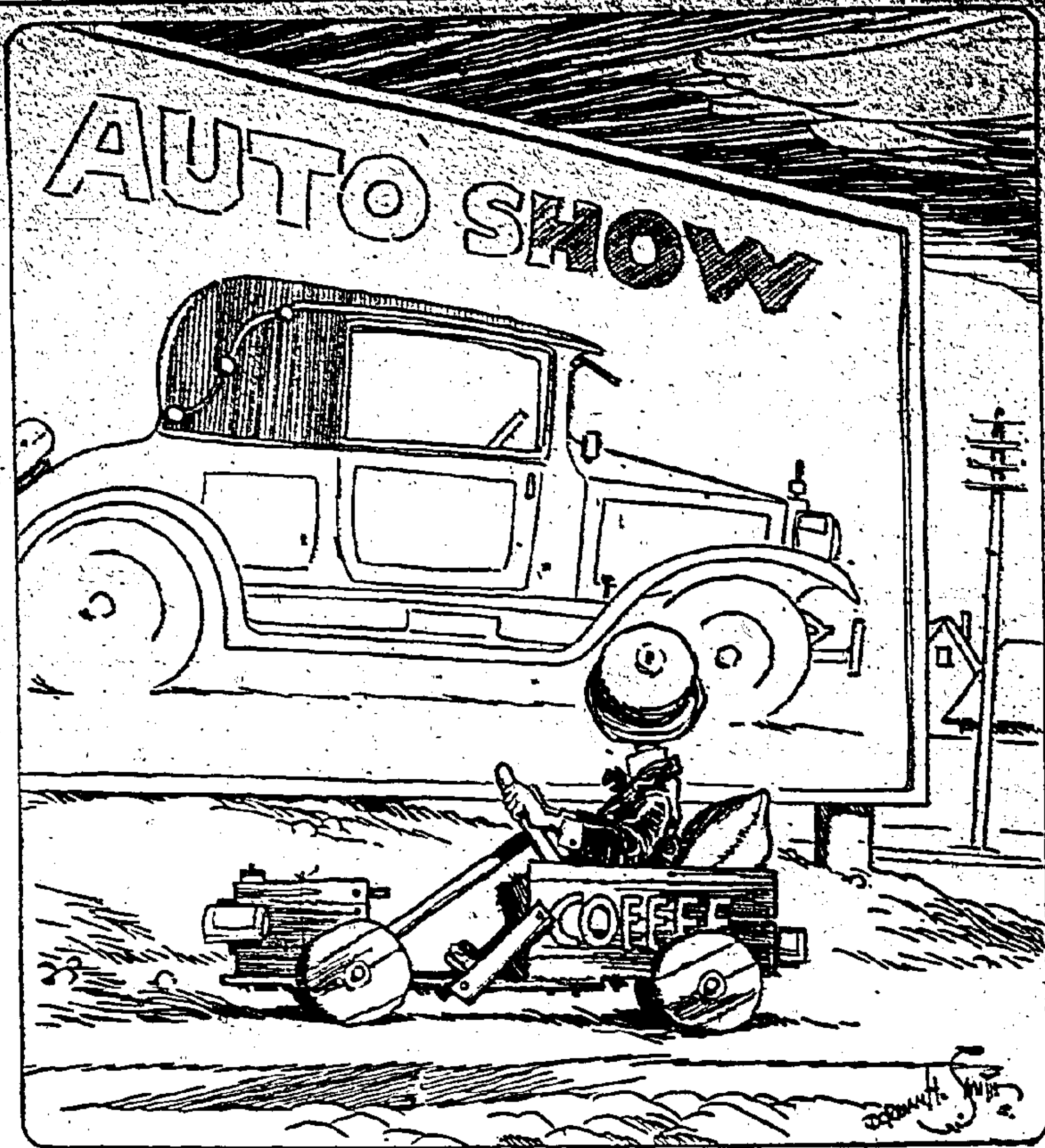
In the south, a fuel, similar in accomplishment to the ethyl gas, is now in use.

BETTER ENGINES.

At the same time, automobile engines are being perfected to the point of assisting the fuel in bringing about more mileage, at less cost, and in reducing the carbonization and knocking that motorists now have to tolerate. All indications seem to point toward adoption of certain advantageous features of the Diesel engine to produce this result.

Inventors have been working on the high-compression principle, with view of incorporating it in an automobile engine.

Between this and progress toward a better, cheaper fuel there is hope this year for greater mileage, more economy and less engine trouble for motorists.



HOPE SPRINGS ETERNAL

MOTOR STATISTICS.

Some Interesting Figures.

Traffic in cities, and on fine days on the highways, has become so congested that many believe there can be no room for more. Well, figures just compiled by the U. S. National Automobile Chamber of Commerce show the situation isn't as bad as all that. There has been greater congestion but not to the extent of saturation.

The increase of new motors produced in 1923 has been only 50 per cent. above that of the year before. Which isn't as great a degree of increase as the 60 per cent. rise in 1922 production over that of 1921.

However, here's the anomaly. While the 50 per cent. increase of 1923 production over that of 1922 amounted to 1,354,938 autos and trucks, the 60 per cent. increase of 1922 over 1921 was much less—987,514.

What queer tricks figures do play.

Take the production of closed cars, too. Thirty-five per cent. of the 4,014,000 new cars in 1923 were enclosed. Thirty per cent. of the 1922 new cars, which amounted to 2,559,064, were enclosed. Yet this apparent increase of only 6 per cent. in proportion, was an actual increase in enclosed cars of from 715,028 in 1922 to 1,235,000 in 1923.

CHEAPEST COMMODITY?

That's only an introduction to the interesting facts brought out by the N. A. C. C. figures. These go into finances connected with production, registration of motor cars, the car's relation to other industries, and many other related subjects.

For instance, conclusions of the N. A. C. C. statisticians show that the standard dollar buys more than its worth only in the case of motors and its closely allied products—gasoline and tires. Taking the 1913 dollar as the basis, it now buys 111 cents worth of car, 101 cents in gasoline and 123 cents in tires.

Yet, in most other commodities the 1913 dollar buys only about 60 cents worth of goods.

The average retail price of motors has gone down to \$811 in 1923.

A MOTOR NATION.

The law of supply and demand has worked true to theory at least in this case.

Other figures showing the importance and popularity of the car are these:

Registration of cars in the United States is approximated at 14,500,000—85 per cent. of the total registration throughout the world.

Tire production in 1923, 45,000,000; 1922 production 40,931,000.

Total wholesale value of parts and accessories, exclusive of tires, \$1,310,000.

Gasoline consumed by motor vehicles in 1923 5,404,184,000 gallons, about 1,000,000,000 more than 1922 consumption.

MOTOR CONGRESS.

To Be Held in Detroit.

May 21st. to 24th., 1924, have been selected as the dates for the World Motor Transport Congress, which is to be convened at Hotel Statler in Detroit and at which all economic phases and problems affecting every branch of the automotive industry will be discussed by delegates from all important nations on the globe.

With the world wide aspects of the automotive industry, even deciding on a proper date for a World Motor Transport Congress, presents a problem, according to Mr. H. B. Phipps, member of the Foreign Trade Committee of the National Automobile Chamber of Commerce.

Although originally planned to provide joint conferences between only motor vehicle manufacturers and foreign automotive distributors, officials and editors of automotive publications, the World Motor Transport Congress has been expanded in its scope so as to include every branch of the industry as result of the active co-operation that is being accorded by the Rubber Association of America, the Motor and Accessory Manufacturers' Association, the Trailer Manufacturers' Association, the Motorcycle and Allied Trade Association and the Automotive Equipment Association.

Dunlop Manager.

Major-General Sir Reginald Ford, K.C.M.G., G.C.B., D.S.O., has been appointed General Manager for India of the Dunlop Rubber Co., Ltd., and has now arrived, to take up his duties.

"Air-Sprung" Tyre.

The attraction of the North British Rubber Co., Ltd., at the Olympia Show, was their "Air-sprung" tyre, which is of the straight-sided cord type. This tyre has been specially designed to be used with reduced air pressures, without creating an objectionable acute angle in the tyre wall, and it is of much larger cross-section than the ordinary tyre to carry a similar load. It is provided with a special non-skid tread, but there are no metal parts or steel studs, simply three treads—one upstanding in the centre, which "air springs" the car, under minimum loads, while, at each side, there are supporting treads, which come into road contact automatically, when necessary, or when carrying a heavier load or an over-load.

Nasal Skid Preventer.

The prevention of skidding has always been a fertile field for the inventor, who has attacked the problem from many different angles. The latest is a Mr. F. T. Watson, who claims to have achieved his object by so improving the suspension of the car that the superstructure answers instantly to any side-thrust exercised in "cornering," and so prevents the wheels from losing adhesion to the extent of sliding laterally. The invention, known as the "Rectaskid," consists in effect of a series of ball bearings interposed between the main and first spring leaves. There is little doubt that its use would result in materially increased resilience, and although it is difficult to explain the reason, a demonstration of its action proved that the danger of skidding was greatly minimised.

THORNYCROFT

Once again the supremacy of the world famous

THORNYCROFT

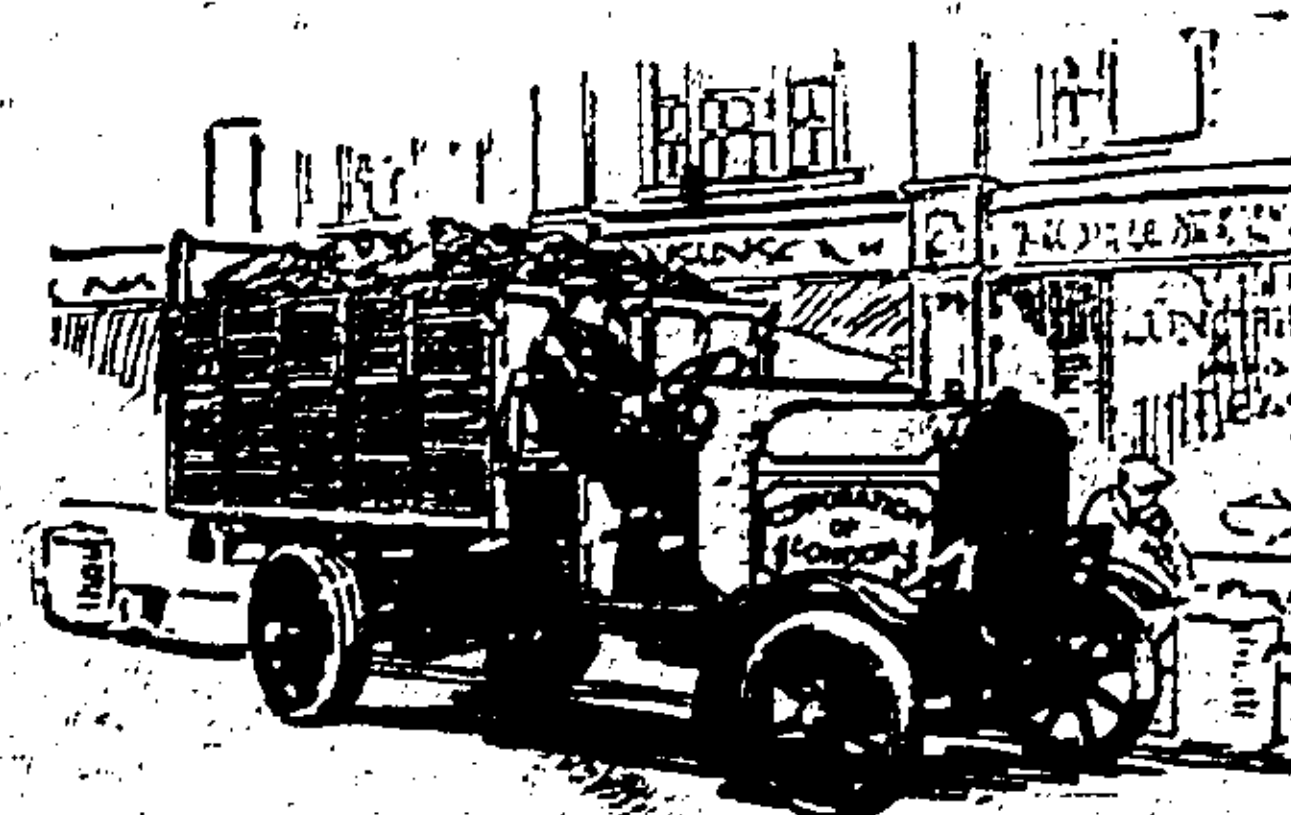
is demonstrated by the recent order of the City of Tokyo for 20 Two-ton "BT" model Trucks.

This order was placed after the Government had made extensive tests on the fuel consumption. 43 miles to 5 U. S. Gallons of kerosene was the enviable record made by a

THORNYCROFT

in these keenly competitive trials,

Once a Thornycroft user, always a Thornycroft booster.



Stocks and Parts carried in Hongkong by—

THE HONGKONG HOTEL GARAGE

THE HONGKONG & SHANGHAI HOTELS, LIMITED.

Reflex Lamp Test.

In view of the fact that universal rear lighting is very much under discussion, and that contention is often made that reflex lights would serve the purpose as well as actual lamps, and have the advantage of requiring practically no attention, a recent official trial by the Royal Automobile Club of the "Y. B." reflector cycle tail light is interesting. The test was conducted with a car having two electric head-lamps and two electric side lamps, fitted respectively with 24 and 12-watt bulbs. Two tests were made, the head-lamps only being used in the one and the side-lights only in the other. In the first, case the range of the lamps being 262 feet, the reflection was visible up to 715 feet, and at that distance remained visible when turned through an horizontal angle of 15 degrees. In the second, with sidelamps having a range of 61 feet, the reflector remained visible up to 104 feet, and could be deflected through an angle of 65 degrees without losing visibility. The possible deflection (with head-lamps) at 358 feet was 113 degrees.

Aid to Economy.

Remarkable results were obtained in a recent trial of the P.A.S. Injector, conducted by the R.A.C. The device was fitted to the 11.8 h.p. engine of a car weighing a little over a ton. With the injector out of action a consumption of 31.55 miles per gallon was obtained, the test being carried out at an average speed of almost 30 miles an hour in a 22-miles run on the Brooklands track. In a precisely similar run with the injector in operation, the mileage per gallon rose to 39.05. The device is designed to admit a mixture of hot-air and steam to the induction pipe; it is controlled by a lever fitted in any convenient position at the driver's hand.

BOUGHT ROLLS-ROYCE.

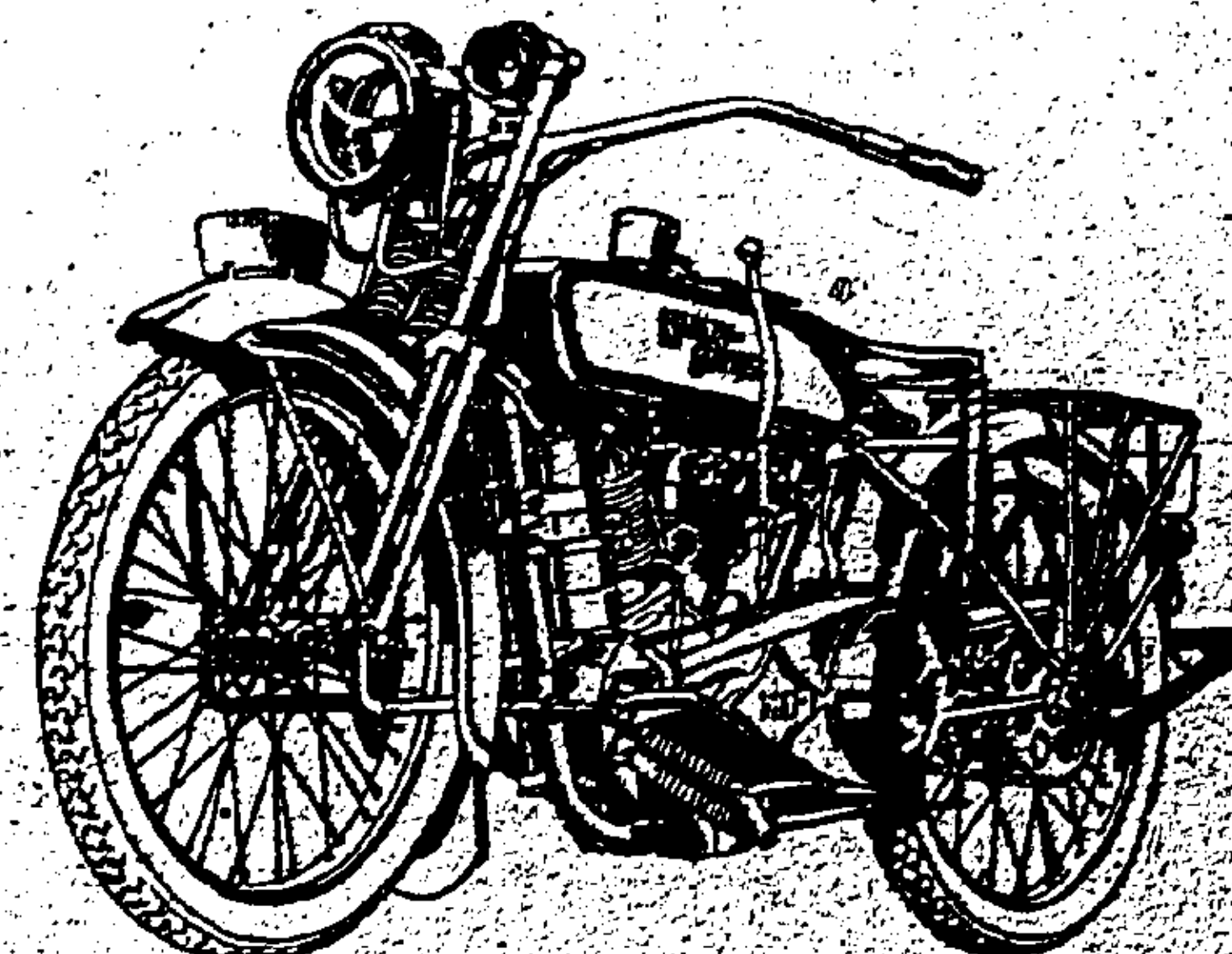


Lieutenant Osborne Wood, son of General Leonard Wood, Governor-General of the Philippines, who recently bought a Rolls-Royce car through the agency of the Hongkong Hotel motor department.

Cutting the Cost.

Low operating cost depends upon careful attention of the driver. The following suggestions will help:—Drive in such a way as to brake as little as possible. Always throw out the clutch and close the accelerator before applying brakes. Drive with the carburetor choke control in the position that designates that the engine is running on the carburetor mixture and not the choke. Always drive with the spark fully advanced, except when pulling steep grades at low speed.

HARLEY DAVIDSON



1924 MODELS IN STOCK FOR

IMMEDIATE DELIVERY

SHEWAN TOMES & CO.

Sole Agents Tel 781

LYMPNE GLIDER CONTEST

87½ MILES

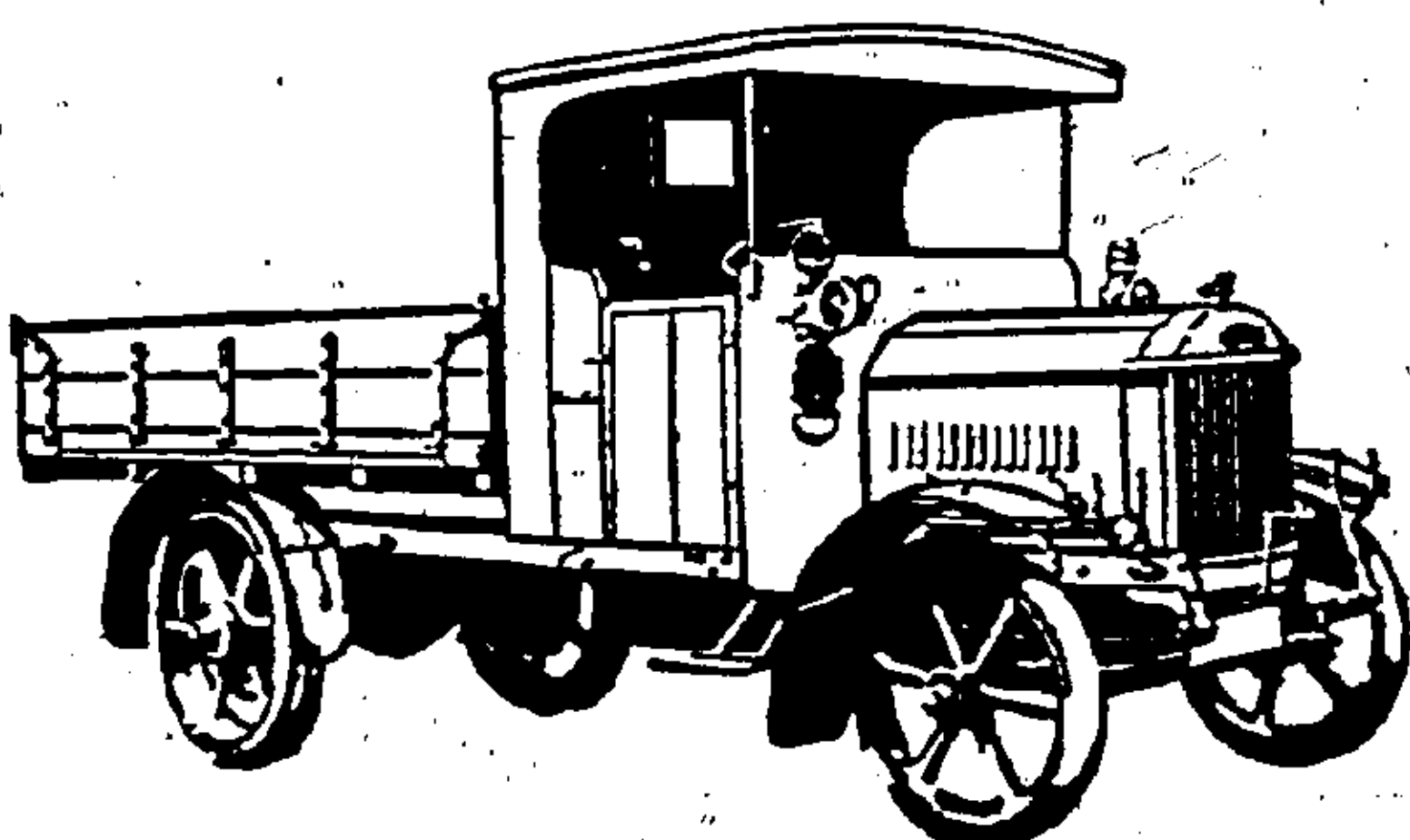
flown on 1 gallon
of Shell!

Flight-Lieut. W. H. Longton, in his great achievement on a Wren Monoplane, in the "Daily Mail" £1,000 Prize Glider Contest at Lympne, used

SHELL
SPIRIT

PERFORMANCE IS PROOF!
THE ASIATIC PETROLEUM CO., LTD.

Dennis
MOTORS



As used by The Hongkong Government.

2-2½ ton truck chassis

THE TRUCK WHICH HAS PROVED
ITS WORTH IN HONGKONG

SOLE AGENTS

Alex. Ross & Company
(China) Limited.

BANK OF CHINA BUILDING, DUDDELL STREET.
TELEPHONE C. 2487.

NERACAR



THE LIGHT WEIGHT MOTOR CYCLE
WITHOUT A PEER.

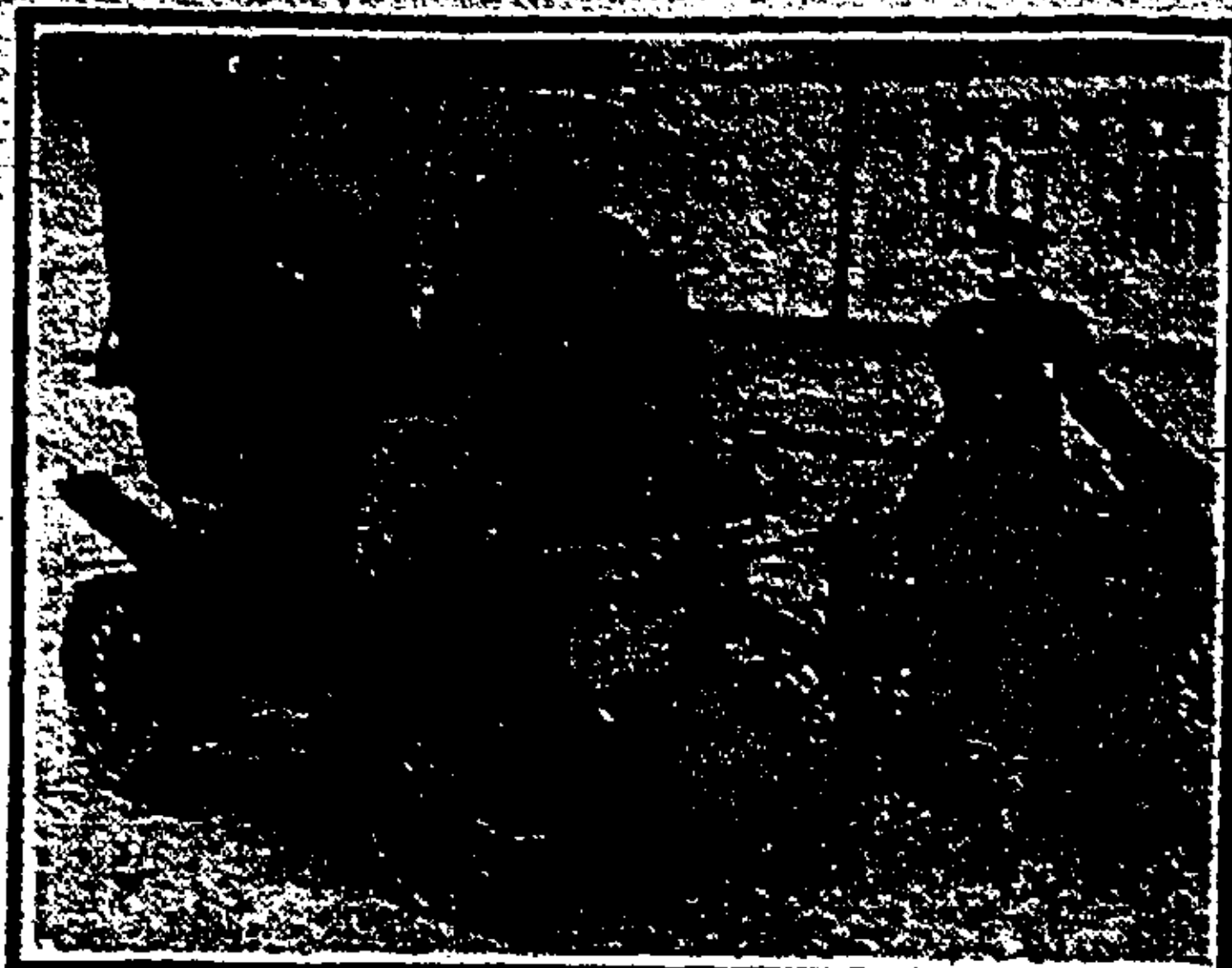
You can go as you are on the "NERACAR". Wide fenders and broad deck protect your clothing from dirt, dust, oil and grease. It is in every respect a gentlemen's motor cycle.

Strongly built, safe and economical, it is capable of doing 115 miles to the gallon of gas and 35 miles per hour—plenty enough speed.

DE SOUSA & CO.

Sole Agents for South China.
2nd Floor, St. George's Building,
Telephone No. Central 1284.

OUT ON THE OLD BUS.



These two motorists decided to take their old car for a spin through New York City streets. This photo shows what happened after the 1900 model finally gathered momentum. But the traffic policeman is smiling, so evidently it isn't so serious.

MOTOR DEVELOPMENT.

Features of Last Year.

The outstanding motor improvements of the last year may be classed as follows, says an American writer:—

1. Four-wheel brakes.
2. Ballon tyres.
3. Traffic transmission.
4. Multiple-disc, self-adjusting clutch.
5. Perfected straight-eight.

Of these, only one may be considered an innovation—ballon tyres. All the others have been tried out or used in less improved form in former years.

Ballon tyres were thought of long before 1923, but they did not come into popular use until last autumn. Taxicabs about Akron had been running on these soft-cushion, low-inflated tyres for thousands of miles, just to test them. Now they are being adopted quickly on all sorts of cars.

The popularity of these tyres is still to manifest itself, for they have not yet been offered to the public without reserve. The tyre engineers are still striving to gain the utmost perfection on them before being adapted to general use.

Just as tyre manufacturers have been reluctant to release their new product until fully improved, so have the advocates of four-wheel brakes been installing their inventions on more and more automobiles, despite persistent controversy and doubt. There hasn't been as much discussion against the ballon tyre as against the four-wheel brake system, yet it is the latter that has taken the chance of testing public approval or disapproval.

Apparently the public has taken in the improvement with outspread arms. Even some of the engineers and manufacturers who had been outspoken against the wisdom of such an improvement have succumbed to their lure.

The traffic transmission, installed in the new Chandler, is nothing new. It was tried out by pioneer manufacturers. Now, perfected and improved, it comes forth as a relief for the nervous motorist who winces at rasping gears.

Shifting is accomplished by an internal form of transmission, but there are no gears to mesh. All fears are already intermeshed. So that there are no grating gears, and no danger of stripping them—making driving safe for the most unaccomplished motorist.

Packard has succeeded in perfecting its straight-eight engine to a nicety. Perfect balance and freedom from vibration has been secured through a singular design of the crankshaft. The moving parts are in such perfect balance, it is said, that the engine needs bolting only to sustain its weight, while others have to be held rigidly to the frame to absorb some of the excessive vibration.

The multiple-disc, self-adjusting clutch, on the new Coles, is another solution to the problem of making gear-shifting easy and silent.

Tendency to chatter, grab or distort is practically obliterated, say Coles engineers. The interwoven corded fabric and steel plate makes for longer wear. The six springs back of the eleven plates keep them snugly together,

MOTORING PITFALLS.

Points for Lady Drivers.

Every woman motorist should pay great attention to the subject of accidents and insurance. If you do not possess a brand-new car, and are a reasonably careful driver, it is sometimes worth while to take out a "third party" policy only. Although it is annoying to have to pay for damage which you do to your own car, it is far worse to have an almost unlimited liability if you damage some other person or car.

Remember that if you are fully insured, and you meet with an accident, you must never admit your fault, whatever you may feel about it, or your own insurance company will be entitled not to pay. If it is obviously the fault of the other persons concerned, it is better not to say much to them, but simply to take their name, address and number, and then drive on, if you can.

If it comes to an actual smash between your car and another, it is better to duck your head at the last moment, when you see that the smash is inevitable. The top of your head is protected by your hat, whereas your face is almost certain to get cut if the glass screen is shattered by the impact.

It is as well to keep your driving license permanently on the car, as the day you leave it in your other coat is certain to be the day that you will be required to produce it.

Although everyone ought to know the rule of the road before they start to drive, it is astonishing the number of motorists who, through ignorance, or bad manners, disregard it.

Crossley Prices Produced.

Crossley car prices have been considerably reduced, simultaneously with the provision of additional equipment. The 14 h.p. touring car is now listed at £395, and the 19.6 h.p. standard model at £750. Four wheel braking can be fitted to the 20.70 h.p. sports model for an extra £35, the standard price (with back-wheel braking) being £875. A speed of 75 miles per hour is guaranteed.

so that the clutch works evenly all round.

Among other important developments in motor manufacture during 1923, may be included:

1. The business type of sedans or coupes, which motorists may use for business or pleasure. The seats and their backs are removable, so that merchandise can be packed into the car, as into a truck. Or they may be placed together, to make a bed for the occupant.

2. Mechanical gear shifting—although this has been in long use on many cars—has come in for added improvement. It is another means of making driving easy for the motorist.

3. Air cleaner, designed for the 1924 Ricksbacker to remove dust and dirt from the air before it enters the carburetor. Incoming air is blown against a cone-shaped head that deflects the dust and dirt, and allows only clean air to be drawn in. Less carbon deposit in the cylinders, and less liability to grate and score the walls are claimed as benefits.

DUNLOP

CORDS

for Motor Car or Motorcycle

THE size of your tyre bills depends upon how much mileage you get out of your tyres. **Watch Them.** Fit a Dunlop Cord next time. Note how much longer it last than other tyres. The test of its merit is on your car, not in our argument.



BE FREE OF ALL TYRE TROUBLES
DURING 1924.

*Fit Dunlop
and be satisfied*

AS SUPPLIED TO
THE HONGKONG
GOVERNMENT.

Obtainable in all sizes from stocks carried by The Hongkong and Kowloon Tyre Co. Ltd., Kowloon, and J. Gibbs & Co., Alexandria Buildings C. 704 (Sundays & Holidays C. 633).

DUNLOP

Rubber Co., (China Ltd.)

Founders throughout the World of the Pneumatic Tyre Industry.
c/o SHEWAN TOMES & Co., Ltd.
Hongkong—Phone C4554.

Petrol for Ceylon.

The high price of petrol which has formed the subject of much debate in the Ceylon Legislative Council and of correspondence in the Press recently is likely to be further reduced as the result of another company in Ceylon

importing this very necessary commodity.

It is understood by the *Ceylon Observer* that the new company has entered the field and will shortly be selling petrol. The company deals in petroleum products, oils, greases and compounds. The company has asked for samples of petrol from a big

firm of exporters in America and on arrival the petrol will be tested and, if found as good as any other petrol, a consignment will be ordered.

The company has already obtained a lease of land in Kolonnawa and stores are being erected thereon to stock petrol for when it arrives.]

A HIGH STANDARD MADE HIGHER STILL

Nine years of concentrated effort by Dodge Brothers on a single type of engine and chassis has produced this new Touring Car which combines a smart, low and roomy body with a powerful flexible engine.

In the appearance of the new Touring Car, its top gear performance, easy riding qualities, dependability and completeness of equipment, you will find that Dodge Brothers have succeeded in raising still higher their traditional high standard of value.

Latest Model 5-passenger touring cars on view at our Show Room and Service Station. Come and see them. Each Model is complete with magneto and with spare 32 x 4 cord tyre and tube.

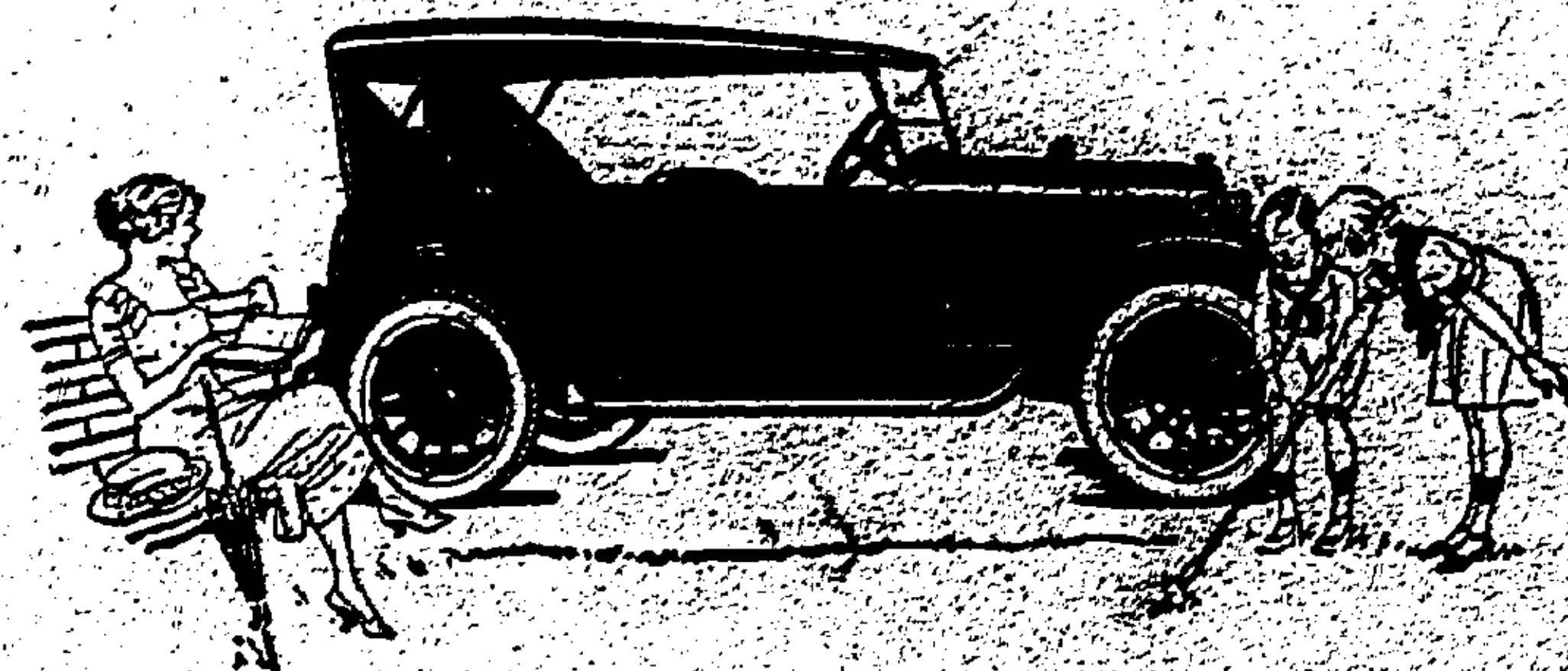
Standard Model \$2,400

The DRAGON MOTOR CAR Co., Ltd.

Registered Head Office and Show Room.

Wong Nei Chung Road (Happy Valley).

Telephone Central 3950



WOMEN'S INTERESTS

THE GIRL WITH FAIR HAIR.

If you are the lucky possessor of a nice head of fair, don't let it grow "mousey." There is nothing so unattractive as that dull, faded-looking fair hair which is generally known as "mousey."

Fair hair requires shampooing more often than dark, if it is to be kept in good condition, but you need not run to the expense of visiting a hair dresser every time you need a shampoo. Wash your own hair using an egg shampoo in place of soda or soap.

Fill a basin with hot water, and put into it a level teaspoonful of borax. Then take two eggs, break them into a basin, whisk round with a fork, and pour, them over the head, after damping the hair with the hot water. Rub the eggs well into the hair, then rinse them off in lukewarm water (not hot for hot water would cook the eggs and make the hair sticky). Wring all the moisture out of the hair and allow it to become half-dry, then rinse it again in camomile lotion.

To make the lotion, put three tablespoonfuls of camomile flowers (which can be bought at any chemist's) into a large jug, and pour over them a quart of boiling water. Cover the jug and allow the lotion to infuse for from 10 to 15 minutes. It will then be ready for use.

Dry the hair in the sun whenever possible, and when sunshine is not available, by fanning—never before a fire as this makes fair hair harsh and brittle.

Fair hair should be brushed every night to remove the dust which accumulated on it during the day, and the brushes should be washed once daily. An air bath is even more important for fair hair than for any other shade, for unless the air is allowed to penetrate to the roots frequently, they are apt to grow darker and entirely spoil the beauty of the hair, giving the effect of dyed hair.

refrain from absent-mindedly fidgeting with the buttons on your friends' coats, or fingering the ornaments and clothes they wear while you are talking to them.

Avoid lolling in negligent attitudes: the effect is more often that of gaucheness than grace.

SOME OF AMERICA'S NEW CINEMA STARS.



Top row, left to right: Dorothy Mackaill, Lucille Rickson, Clara Bow (centre), Margaret Morris and Carmelita Geraghty. Bottom row, left to right: Julianne Johnston, Gloria Grey, Hazel Keener (top left), Elihu Fair (bottom left), Ruth Hiatt (top right), Blanche Mehaffey (bottom right), Albert Vaughn and Marian Nixon.

TRIFLES.

From A Jeweller's Window.

The stiff bangle has come back into favour composed of onyx, with the knobs studded with diamonds.

Deep blue sapphires are popular either alone or set with diamonds, in rings, bracelets, brooches or pendants.

The tassel pendant on a long cord chain, usually made of small pearls, is much to the fore again this season.

All brooches are long and narrow. Some are made as a double pin, and pass behind the dress, so that the two ends only are visible.

Red coral is a prominent stone to set between rows of pearls or diamonds. Jade and turquoise are also used, but onyx is as often worn as anything coloured.

Sparkling gems are not entirely given over to the mounting of jewellery. The latest cigarette box is a wonderful little affair in jade, red coral, or onyx, with hinges and clasp of diamonds.

THIS WEEK'S RECIPE.

Brown and White Bread Sandwiches.

Cut thin slices of brown and white bread and shape to match. Spread with creamed butter and fill with cream cheese minced olives and nuts worked smooth with a little cream. To two table-spoons cream cheese add one tablespoon each of olives and nuts.

INTERESTING ITEMS.

Net handkerchiefs, with a centre of white net and a ruffle of coloured, are a novelty for evening use.

Chin straps are worn with some of the newest and closest-cloche hats.

Large flowers outlined with a luminous edge that is treated with radium, and hence shines in the dark, are a novelty in millinery this season.

INTERESTING ITEMS.

Crystal beads and tiny sequins are liked for trimmings on brocade or velvet dinner frocks.

The combination of mole and natural squirrel is frequently met in the smart jacquette.

FLORAL BEAUTY.

Artificial flowers grow more beautiful and natural every season. This year some lovely arum, lilies are being made of fine black lace, with twisted velvet for the stalk, and a couple of velvet leaves to complete the picture. Medallion cockades are formed of a cluster of flat roses made of folded silk, with a frame of leaves in gold tissue round the outside.

Orchids, roses, pansies, apple blossom, nasturtiums, wisteria, and laburnum flowers are made of satin or velvet in the most natural fashion until at times you wonder, from a distance, if they are not real.

DRAPED EVENING FROCKS.



Slightly—just ever so slightly draped—these evening frocks show the pleasure of Paris in each graceful line. Beaded or brocaded slippers carry out the colour scheme of one's frock. Head bands are also carefully chosen to form part of a harmoniously complete costume.

SMART WINTER COATS.



Both of the coats sketched have convertible collars. Notice the smart slanting front closing, and the loose front panel on one model. The other has an oddly shaped sleeve and the popular side fastening.

GESTURES AND ATTITUDES.

Don't gesticulate with your hands, however dramatic the tale you have to tell. Only a French woman can imbue such movements with fascinating charm.

Don't put your vis-a-vis on the arm to emphasise a point, and

while the inelegant habit of crossing the legs is one which very few women can accomplish without an ungainly appearance, and affording a view of much stocking.

Don't tuck your feet under a chair, and be careful never to turn them inwards, an unconscious posture with many.

Don't swing the arms and stride along when walking; neither is it graceful to toddle or trip. Keep

HINTS ON THE NEW AMERICAN TANGO.

BY ARTHUR MURRAY

DIRECTOR, NATIONAL INSTITUTE OF SOCIAL DANCING.

THE New Tango is often referred to as "The Waltz Tango" because of the predominance of old-fashioned waltz steps. Every one who wants to become a really good dancer should know the actual steps in the old-fashioned "round waltz."

The tempo is the same as in the fox trot. It is danced to "four-four" time. However, we will not be concerned with technical terms. We will use the simplest method of counting, that of counting the actual steps taken.

STEPS DIVIDED. In the tango and fox trot, the steps are divided into a slow and quick movements. The slow step takes about a second and gets two beats of the music. The quick step is twice as fast as a slow step and is given only a half second.

To be sure that you know just how fast to walk, take out your watch and hold it in your hand while walking. Give one second to each slow walking step. Walk around the room for about ten minutes doing the slow steps.

After that, walk around the room, with watch in hand, and do the quick steps, giving a half a second to each step.

Be sure and learn to walk correctly to tango or slow fox trot music before going further.

THE TANGO PROMENADE. Begin with the left foot and take four long, slow walking steps forward, 1, 2, 3, 4; these four walking steps are not a part of the promenade, but it is advisable to do them before actually beginning the promenade. They are necessary in order to make the step fit the music. Then—

1. Take one SLOW walking step forward with the left foot.

2. Step forward quickly with the right foot, moving it diagonally to the right, about 14 inches to the right of the left foot.



Arthur Murray and Aileen Meahan showing the fourth step of the "chasse" in the new American tango.

Quickly draw left foot up to right, weight on left.

4. Take one slow step straight forward with right foot, weight on right.

Study the diagram and read these descriptions over again.

Remember that each time you take a step, place the weight down ON that foot. For instance, if you step forward or sideways with the left foot, the weight must be placed ON the left foot.

Begin at the first of the instructions and read them very carefully. Practice this step for about an hour.

THE CHASSE.

The chasse is perhaps the most difficult of all tango steps. It is one of the open position steps in which the dancers stand about six inches apart and both dancers look in the same direction.

The steps are taken sidewise. The man has his back to the centre of the room as he progresses to his left. The lady faces the centre of the room and her steps are taken sidewise to her right.

If you know the two-step, you will find that learning the chasse is very simple. The movement consists of a two-step to the left and one slow walking step.

First read the description, and then study the diagram. Study the steps carefully before attempting to do them. The chasse is perhaps the most difficult step and, if you can learn it, you will be able to dance any ballroom dance.

ONE—Slide left foot to left side.

TWO—Draw right foot up to left.

THREE—Slide left foot to left side.

FOUR—This is a slow step. Cross right foot in front of left. See illustration, which shows the position of the feet on the fourth step. Study the diagram.

LADY'S PART GIVEN. Repeat the entire step three more times. Note that all of the steps are taken sidewise, to the man's left.

Lady's part: Read the man's part. Note that the man has his back to the centre of the room. The lady faces the centre and takes her steps to the right.

ONE—Slide right foot to right.

TWO—Draw left foot up to right.

THREE—Slide right foot to right.

FOUR—Cross left foot in front of right. (See illustration.) Repeat entire step three more times.

Shipping to Europe, Australia, and other Ports.

P. & O. BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.
(COMPANIES incorporated in ENGLAND)Straits, Java and Burma, Ceylon India, Persian Gulf, West Indies, Mauritius, East & South Africa, Australasia, including New Zealand & Queensland Ports, Red Sea, Egypt, Europe, etc.
PENINSULAR & ORIENTAL PORTWORTHLY DIRECT ROYAL MAIL STEAMERS.
UNDER CONTRACT WITH H. M. GOVERNMENT.

| S.S. | Tons | From Hongkong (about) | Destination |
|------------|--------|-----------------------|---------------------------|
| KASHGAR | 8,840 | 10 Feb 4 p.m. | M's, London, & Antwerp |
| SOUAD | 6,696 | 20th Feb. | S'pore, Pang, Cbo & B'bay |
| MOREA | 10,911 | 23rd Feb. | B'bay, M's, L'don, A'worp |
| ALIPORE | 5,273 | 23rd Feb. | Singapore & Bombay |
| PERIM | 7,548 | 6th Mar. | S'pore, Colombo & Bombay |
| KARNALA | 9,098 | 8th Mar. | M's, London & Antwerp |
| NAGPORE | 5,233 | 9th Mar. | S'pore, Colombo & Bombay |
| KIDDERPORE | 5,334 | 10th Mar. | S'pore, Colombo & Bombay |

BRITISH INDIA-APCAR SAILINGS (South)

| S.S. | Tons | From Hongkong (about) | Destination |
|---------|-------|-----------------------|---------------------------|
| TAVDA | 6,956 | 22nd Feb. | S'pore, Penang & Calcutta |
| TAKADA | 6,949 | 7th Mar. | S'pore, Penang & Calcutta |
| TORILLA | 5,205 | 4th Apr. | S'pore, Penang & Calcutta |

EASTERN & AUSTRALIAN SAILINGS (South)

| S.S. | Tons | From Hongkong (about) | Destination |
|------------|-------|-----------------------|--|
| EASTERN | 4,000 | 27th Feb. | Manila, Thursday Island, Townsville, B'bane, Sydney & Melbourne. |
| ARAFURA | 6,000 | 2nd Apr. | |
| ST. ALBANS | 4,500 | 30th Apr. | |

Frequent connection from Australia with the following:-
The P. & O. Royal Mail steamers to London via Suez Canal.
The P. & O. Branch service of steamers to S. Africa via the Cape.
The New Zealand Shipping Co.'s steamers for Southampton and London via Panama Canal.**SAILINGS TO SHANGHAI & JAPAN.**

| S.S. | Tons | From Hongkong (about) | Destination |
|---------|-------|-----------------------|-----------------------|
| TAKADA | 6,949 | 14th Feb. | Shanghai, Moji & Kobe |
| KHYBER | 9,014 | 23rd Feb. | Shanghai, Moji & Kobe |
| ADYAR | 5,937 | 27th Feb. | Shanghai, Moji & Kobe |
| NELLORE | 6,853 | 6th Mar. | Shanghai & Kobe |
| CHINA | 7,952 | 8th Mar. | Shanghai, Moji & Kobe |
| ARAFURA | 6,000 | 8th Mar. | Moji & Kobe |

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels measuring not more than 24ft. x 2ft. x 1ft. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freights, etc., apply to
MACKINNON, MACKENZIE & Co.,
Agents.**GLEN AND SHIRE.**

JOINT SERVICE OF STEAMERS.

U. K. STRAITS, CHINA & JAPAN Service.

OUTWARDS.

HOMEWARDS.

| Vessel | Due Hongkong | Vessel | Leaves Hongkong |
|---------------|--------------|---------|------------------------------|
| PENBROKESHIRE | 10th Feb. | GLENBEG | 1st Mar. |
| RADNORSHIRE | 28th Feb. | | Genoa, L'don, R'dam & H'burg |

Movements are subject to change without notice.

For freight or further particulars please apply to:-

JARDINE MATHESON & CO., LTD.

AGENTS THE GLEN LINE, LTD.

Telephone Central No. 215, sub-ex. 23 and 3696.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUALS

| Mail Steamers | Next Sailings from Marseilles | Pro. arr. at Hongkong | Pro. Sailings from Hongkong for M'las |
|---------------|-------------------------------|-----------------------|---------------------------------------|
| CORDILLERE | — | — | 18th Feb. |
| ANGERS | — | — | 3rd Mar. |
| CHILI | 10th Jan. | 11th Feb. | 9th Mar. |
| PORTHOS | 24th Jan. | 26th Feb. | 23rd Mar. |
| AMAZONE | 7th Feb. | 11th Mar. | 6th April |
| ANGKOR | 21st Feb. | 25th Mar. | 20th April |

[RATES OF PASSAGE MONEY TO MARSEILLES.

(including Table Wine and free Doctor's attendance)

▲ Class 1st Class \$95.00 B. Class 1st Class \$89.00

2nd Class \$68.00 Steamers 2nd Class \$62.00

Through Tickets to London and Leading Towns of Europe.

Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BOATS)

S.S. LT. DE MISSISSY leading for Havre, Antwerp and Dunkirk about 21st Feb.

Also through Bills Lading issued to Helsinki, Reval & Riga.

For full particulars apply to:

Messageries Maritimes Co., 3 Queen's Building.

Telephone Central 740.

CONSIGNATION. TRANSIT. REPRESENTATION.

Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.
Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

| S.S. | From Hongkong (about) | Destination |
|--|--------------------------------------|---|
| YOKOHAMA MARU | Sunday, 9th Mar. | Yokohama, Kobe & Osaka |
| SEIDZUOKA MARU | Friday, 22nd Feb. at 11 a.m. | Yokohama, Kobe & Osaka |
| MARSEILLES, LONDON & ANTWERP via Singapore, etc. | Wednesday, 13th Feb. at 11 a.m. | Marseilles, London & Antwerp |
| FUSHIMI MARU | Wednesday, 27th Feb. | Fushimi, Kobe & Osaka |
| HAKOZAKI MARU | Wednesday, 27th Feb. | Hakozaki, Kobe & Osaka |
| HAMBURG via LONDON & ROTTERDAM | Middle of Feb. | Hamburg, London & Rotterdam |
| MITO MARU | Middle of March | Mito, Kobe & Osaka |
| LIVERPOOL via MARSEILLES & VALENCIA | Middle of March | Liverpool, Marseilles & Valencia |
| DURBAN MARU | Middle of March | Durban, Cape Town & London |
| SYDNEY & MELBOURNE via Manila, etc. | Sunday, 17th Feb. at 11 a.m. | Sydney & Melbourne |
| AKI MARU | Wednesday, 19th Mar. | Aki, Kobe & Osaka |
| TANGO MARU | Wednesday, 19th Mar. | Tango, Kobe & Osaka |
| NEW YORK & BOSTON via PANAMA | Wednesday, 13th Feb. | New York & Boston |
| MAYBASSEI MARU | Wednesday, 13th Feb. | Maybassei, Kobe & Osaka |
| BUENOS AIRES via Singapore, Durban & Cape Town. | (Calling Delagoa Bay Port Elizabeth) | Buenos Aires, Singapore, Durban & Cape Town |
| KAMAKURA MARU | Sunday, 17th Feb. | Kamakura, Kobe & Osaka |
| BOMBAY via Singapore & Colombo | Friday, 15th Feb. | Bombay, Singapore & Colombo |
| BENGAL MARU | Friday, 29th Feb. | Bengal, Kobe & Osaka |
| MURORAN MARU | Friday, 15th Feb. | Muroran, Kobe & Osaka |
| CALCUTTA via Singapore, Penang & Rangoon | Tuesday, 26th Feb. | Calcutta, Singapore, Penang & Rangoon |
| OSAKA MARU | Thursday, 14th Feb. | Osaka, Kobe & Yokohama |
| YAMAGATA MARU | Thursday, 14th Feb. | Yamagata, Kobe & Yokohama |
| NAGASAKI, KORE & YOKOHAMA | Thursday, 14th Feb. | Nagasaki, Korea & Yokohama |
| TANGO MARU | Wednesday, 13th Feb. | Tango, Kobe & Osaka |
| SHANGHAI, KORE & YOKOHAMA | Monday, 18th Feb. | Shanghai, Korea & Yokohama |
| ETANNO MARU | Monday, 18th Feb. | Etanno, Kobe & Osaka |
| TAMBA MARU | Monday, 18th Feb. | Tamba, Kobe & Osaka |
| AWA MARU | Tuesday, 26th Feb. | Awa, Kobe & Osaka |
| HARUNA MARU | Tuesday, 26th Feb. | Haruna, Kobe & Osaka |

For further information apply to:-
NIPPON YUSEN KAISHA.
Tel. Central Nos. 292, 293 & 2422.

Y. YAMAMOTO, Manager.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "WRAY CASTLE" ... Sailing on or about 11th Feb.

S.S. "EGREMONT CASTLE" ... Sailing on or about 27th Feb.

LLOYD TRIESTINO.

Taking Cargo for Genoa, Naples, Venice, Trieste and all other Italian Ports also cargo on through Bills of Lading for Levant, Black Sea and Danube Ports.

Fiume having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

VESSELS HAVE ACCOMMODATION FOR SALOON PASSENGERS, REDUCED FARE FROM HONGKONG TO ITALIAN PORTS 26S.

FOR SHANGHAI, YOKOHAMA & KORE.

S.S. "GERY" ... Sailing on or about 1st Mar.

S.S. "VENEZIA" ... Sailing on or about 3rd Mar.

For BRINDISI, VENICE & TRIESTE.

via Singapore, Penang and Colombo.

S.S. "PERSIA" ... Sailing on or about 12th Feb.

S.S. "ROSANDRA" ... Sailing on or about 9th Mar.

This steamer has been specially chartered to facilitate the forwarding of cargo intended for the reconstruction of the devastated areas in Japan.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS

S.S. "UMONA" ... Sailing on or about 12th Mar.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

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AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.

SAILING (SUBJECT TO ALTERATION).

| Steamer | Arrives Hongkong from Australia | Leave Hongkong for M'la, S'kan, Thura, Is & A'ian Ports |
|----------|---------------------------------|---|
| TAIY JEN | 14th Feb. | 19th Feb. |

This steamer is fitted with Refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to

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ELLERMAN & BUCKNALL STEAMSHIP COMPANY, LTD.

Projected Sailings from Hongkong Subject to alteration.

PASSENGER SERVICE.

| City of York | 18th Feb. | Shanghai & Kobe. |
|--------------------|-----------|--------------------------|
| City of Canterbury | 21st Feb. | Marseilles, London, etc. |
| City of York | 30th Mar. | do. |
| City of Cairo | 18th Apr. | do. |

FARES TO LONDON.

Single 1st Class A £95. B £84. 2nd Class A £62. B £56.

Return 1st Class A £161. B £147. 2nd Class A £108. B £98.

Cargo Steamers Saloon Passage £56.

For further particulars apply to

HOLYOAK MASSEY & CO. LTD. THE BANK LINE, LTD.

CANTON.

COAST SHIPPING.

INDO CHINA STEAM NAVIGATION Co., Ltd.

SAILINGS SUBJECT TO ALTERATION.

| Destination | Steamer | Sailings |
|---------------------------------|----------------------------------|--------------------------|
| MANILA | Yuen-sang | Sat. 9th Feb. at 11 a.m. |
| STRAITS & Calcutta | Mausang | Sat. 9th Feb. at 3 p.m. |
| SHANGHAI via Swatow Loksang | Sun. 10th Feb. at 7 a.m. | |
| HAIPHONG via Hoibow Mingsang | Sun. 10th Feb. at 9 a.m. | |
| BANGKOK via Swatow Mamsang | Tues. 12th Feb. at noon | |
| TATAU via S'ow & S'hai Esang | Wed. 13th Feb. at 7 a.m. | |
| SHANGHAI via S'ow Taksang | Fri. 15th Feb. at 7 a.m. | |
| YOKOHAMA via Moji & Kobe | Lalsang Fri. 15th Feb. at noon | |
| TSINGTAO via S'ow & S'hai Yusan | Wed. 20th Feb. at 7 a.m. | |
| SHANGHAI via Swatow Walsang | Fri. 22nd Feb. at 7 a.m. | |
| Kobe | Sat. 23rd Feb. at noon | |
| SANDAKAN | Tues. 26th Feb. at 1 p.m. | |
| STRAITS & Calcutta | Kutsang Wed. 27th Feb. at 3 p.m. | |

Calcutta Line—This Line now affords regular sailings to Calcutta, Penang and Singapore; Returning from Calcutta steamers proceed via Straits and Hongkong to Japan occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans & carry a fully qualified Surgeon.

Shanghai Line—Sailings approximately every three days between Canton & Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

Manila Line—A weekly service is maintained with Manila by vessels with good passenger accommodation, sailings from both ports every Friday.

Haiphong Line—Sailings approximately weekly for passengers and cargo, calling at Hoibow both ways.

Borneo Line—Fortnightly sailings to and from Sandakan by two 5,000 ton steamers, "HINSANG" & "MAUBANG", both steamers having excellent passenger accommodation. Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

Tientsin Line—A regular service is run from March to November between Hongkong & Tientsin occasionally calling at Wei-haiwei & Chefoo.

Bangkok Line—A weekly service is provided between Hongkong & Bangkok, via Swatow, by five steamers fitted with up-to-date passenger accommodation.

CALCUTTA LINE.

S.S. "Mausang" will be despatched on or about Friday, 15th Jan. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to RANGOON, PORT SWETTENHAM & MADRAS & DUTCH EAST INDIES.

For Freight or Passage apply to:-

JARDINE MATHESON & Co., Ltd.

Telephone Central No. 215.

General Manager.

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For Swatow, Amoy and Foochow and Returns, (Occupying 9 to 10 days.)

Steamships. Captain. Leaving.

Haiching... A. H. Stewart... TUES. 12th Feb. at 1 p.m.

Haibong... W. C. Passmore... FRI. 15th Feb. at 1 p.m.

Haifong... Ellis Walker... TUES. 19th Feb. at 1 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.

General Managers.

KONINKLYKE PAKETVAART MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN OVERSTRATEN

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SINGAPORE, PENANG & BELAWAN DELI DIRECT.

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services to all destinations in the Netherlands East Indies.

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Telephone Central No. 1574. York Building, Charter Road.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between JAVA, CHINA AND JAPAN.

| Steamers | From | Expected on or about | Will leave on or about | For |
|------------|------------|----------------------|------------------------|--------------|
| Tjibesar | Pacific C. | In port | 11th Feb. | Bangkok |
| Tjibondari | Bangkok | 12th Feb. | 14th Feb. | Batavia |
| Tjibondari | Shanghai | 17th Feb. | 19th Feb. | Japan |
| Tjibondari | Java | 25th Feb. | 26th Feb. | Amoy & S'hai |
| Tjibondari | Shanghai | 26th Feb. | 28th Feb. | Batavia |
| Tjibondari | Japan | 29th Feb. | 2nd Mar. | Makassar |
| Tjibondari | Java | 29th Feb. | 3rd Mar. | Shanghai |

The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers.

All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.

For Freight and Passage apply to the

Java-China-Japan Lijn.

CONSIGNEES

THE EAST ASIATIC CO. LTD.

COPENHAGEN.

The S/S "KINA"

having arrived, Consignees of cargo are hereby informed that all goods are being landed and placed at their risk into the Godowns of the Hongkong and Kowloon Wharf & Godown Co., Ltd., where delivery can be obtained as soon as the goods are landed.

No claims will be admitted after the goods have left the Godowns and all goods remaining undelivered after the 15th of February 1924 will be subject to rent.

All Broken, chafed and damaged goods are to be left in the Godowns, where they will be examined by Messrs. Goodard & Douglas on the 15th of February 1924, at 10 a.m.

All claims against the vessel must be presented to the Under-signed before the 18th of February 1924, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JOHN MANNERS & CO., LTD.

Agents.

Hongkong, 8th February, 1924.

NOTICE TO CONSIGNEES.**DOLLAR STEAMSHIP LINE.**

The Steamship

"PRES. HARRISON"

having arrived from San Francisco via ports on February, 4th, consignees are hereby notified that their cargo is being landed at their risk into the Godowns of the Holt's Wharf, a Kowloon, and stored at consignees' risk.

Consignees of Cargo must produce an Import/Export Permit signed by the Superintendent of Imports and Exports, Hongkong, before Bills of Lading will be countersigned.

All broken, chafed and damaged cargo is to be left in the Godowns where it will be examined at 10 a.m. on February 9th by the Company's Surveyors, Messrs. Carmichael & Clarke.

All claims must be presented within thirty days of the steamer's arrival here, after which they cannot be recognized. No claims will be recognized after the goods have left the Godowns, and cargo undelivered after February, 11th, will be subject to rent.

No fire insurance whatever will be effected.

Consignees are requested to send in their Bills of Lading for countersignature immediately.

DOLLAR STEAMSHIP LINE

4, Des Vaux Road.

Hongkong, February 5th, 1924.

NOTICE TO CONSIGNEES.

The Steamship

"ROSANDRA"

From Trieste, Venice, Brindisi, Spalato, Massau, Port Said, Aden, Colombo, Penang & Singapore.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf & Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary

NOTICE

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LATEST MODEL TENNIS RACQUET.

THE---

J. O. ANDERSON

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THE COMING TOURNAMENTS

YVANOVICH & CO.

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17, ICE HOUSE STREET.

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Hongkong Hotel. Peak Hotel.

Repulse Bay Hotel.

SHANGHAI.

Telegraphic Address: CENTRAL, SHANGHAI.
Astor House Hotel. Palace Hotel.

Grand Hotel Kalee.

PEKING.

Telegraphic Address: WAGONLITS, PEKING.
Grand Hotel des Wagons Lits.

THE HONGKONG & SHANGHAI HOTELS, LTD.
in conjunction with.
The Grand Hotel des Wagons Lits, Ltd.

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THE PREMIER HOTEL IN KOWLOON.

Electric Lifts to all Floors and Roof Garden.

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FIRST CLASS SALOON BAR AND BILLIARD ROOM.

Proprietor: FRANK L. COOKE.

KING EDWARD HOTEL.

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THE EUROPE HOTEL.

SINGAPORE.

DANCING AFTER DINNER.
EVERY MONDAY, WEDNESDAY and SATURDAY,
TEA DANCES
TUESDAYS and THURSDAYS.

The Hotel Orchestra under the Direction of
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ARTHUR E. ODELL, Manager.

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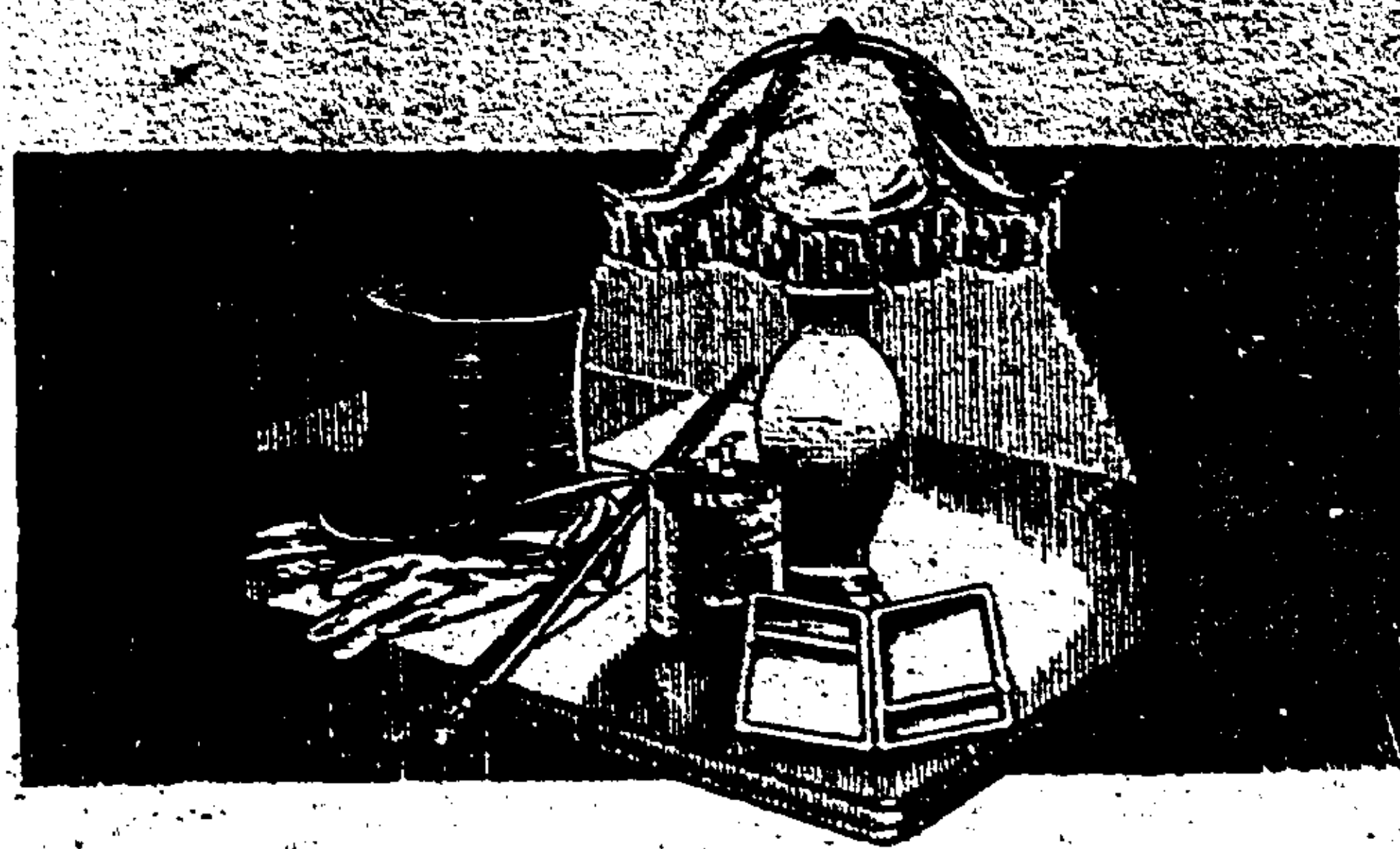
"TAI LEE CHAN."

ESTD. 1884

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when cigarettes
were first thought of
Three Castles have
been popular at all
functions where only
the highest quality
cigarettes were
appropriate—their
excellence never
varies.

Magnum and Regular
sold in packets
of 10 and 20, and
obtainable from all
the leading tobacconists.

They maintain
their reputation

Three Castles
Magnum CigarettesHONGKONG & SHANGHAI
BANKING CORPORATION.

NOTICE is hereby given that
the Ordinary Yearly Meeting of the
Shareholders in this Corporation
will be held at the City Hall, Hong-
kong, on SATURDAY, the 23rd
February, 1924, at 11.30 a.m., for
the purpose of receiving the Report
of the Court of Directors together
with a Statement of Accounts for the
Year ending 31st December, 1923.

The Register of Shares of the
Corporation will be closed from
Monday, 11th February, to Satur-
day, 23rd February, 1924 (both
days inclusive), during which
period no transfer of shares can
be registered.

AND NOTICE is hereby given
that an Extraordinary Meeting of
the Shareholders of the Hongkong
and Shanghai Banking Corporation
will be held on the day and at the
place aforesaid immediately upon
the termination of the Ordinary
Yearly Meeting for the purpose of
considering and if thought fit of
passing the following resolution
viz:

That the Directors of the Hong-
kong and Shanghai Banking Cor-
poration be and they are hereby
requested and authorised by and
on behalf of the Shareholders of
the Corporation to take the steps
necessary for the introduction of
an Ordinance into the Legislative
Council of the Colony of Hong-
kong and for the enactment of the
same by the Governor of Hongkong
with the advice and consent of the
Legislative Council thereof to
effect the amendments necessary
to the Ordinance under which the
Corporation is incorporated and
carrying on business so as to allow
of the ordinary note issue of the
Corporation being increased from
\$20,000,000 to \$30,000,000, and to
modify the existing requirements as
regards the deposit of security in
respect of its note issue in the fol-
lowing manner.

(a) So that the whole of the in-
crease (namely \$10,000,000) of
such ordinary note issue shall be
secured by coin or bullion, or
approved securities.

(b) To provide that whatever
the total amount of the note issue
may be at any particular time the
amount of coin or bullion or
bullion or approved securities to
be deposited by the Corporation
shall never be less than one third
of the total amount of the bills in
actual circulation.

By Order of the Court of
Directors,
A. G. STEPHEN,
Chief Manager.

EXCHANGE.

(Opening Rate: closing Rate on Page 1.)

| SELLING | | 30 d/a. San Francisco and New York | |
|---------|---------|------------------------------------|--------|
| 1/1 | 2/4 | m/a. Marc | 51 1/2 |
| 1/2 | 2/4 1/2 | m/a. Franc | 11.50 |
| 1/3 | 2/4 | 5 m/a. | 11.75 |
| 1/4 | 2/4 | Demand, Tientsin | 50 1/2 |
| 1/5 | 2/4 | Demand, New York | 50 1/2 |
| 1/6 | 2/4 | T/T. Bombay | 11.50 |
| 1/7 | 2/4 | Demand, Bombay | 11.50 |
| 1/8 | 2/4 | T/T. Calcutta | 11.50 |
| 1/9 | 2/4 | Demand, Calcutta | 11.50 |
| 1/10 | 2/4 | On Yokohama | 11.50 |
| 1/11 | 2/4 | Demand, Manila | 99 1/2 |
| 1/12 | 2/4 | Demand, Singapore | 99 1/2 |
| 1/13 | 2/4 | Demand, Batavia | 138 |
| 1/14 | 2/4 | On Haiphong | 138 |
| 1/15 | 2/4 | On Saigon | 138 |
| 1/16 | 2/4 | On Bangkok | 138 |
| 1/17 | 2/4 | Sovereigns | 75 1/2 |
| 1/18 | 2/4 | Gold Leaf per Tael | 23 1/2 |
| 1/19 | 2/4 | Bar Silver | 23 1/2 |
| 1/20 | 2/4 | forward | 33 1/2 |
| 1/21 | 2/4 | Bank of England rate | 33 1/2 |
| 1/22 | 2/4 | New York/London | 4 3/4 |
| 1/23 | 2/4 | | |
| 1/24 | 2/4 | | |
| 1/25 | 2/4 | | |
| 1/26 | 2/4 | | |
| 1/27 | 2/4 | | |
| 1/28 | 2/4 | | |
| 1/29 | 2/4 | | |
| 1/30 | 2/4 | | |

POST OFFICE NOTICES.

INWARD MAILS.

| From | Per | Due. |
|----------------------------------|-----------------|----------|
| Shanghai | Kaohsiung | 10th Feb |
| Shanghai | Szechuen | 11th |
| U.S.A., Canada, Japan & Shanghai | Pres. Jefferson | 11th |
| Straits | Kitano M. | 12th |
| Straits | Tekeda | 12th |
| Straits | Aires | 13th |
| Shanghai | Shanghai | 13th |

OUTWARD MAILS.

| For | Per | Date. |
|---|-----------------|----------------------------|
| Hankow & Tientsin | Yao Yin Wa | Sun, 10 inst. 8.45 a.m. |
| Hankow & Haiphong | Mingang | Sun, 10 inst. 8.50 a.m. |
| Szechuen, Amoy & Formosa | Kaijo M. | Sun, 10 inst. 9 a.m. |
| Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via mail only for Germany via Hamburg | Suezbrücken | Sun, 10 inst. 9 a.m. |
| Batavia | Duz | Sun, 10 inst. 9 a.m. |
| Batavia & Wuchow | Kochow | Sun, 10 inst. 10 a.m. |
| Shanghai & Japan | Liangchow | Mon, 11 inst. 2.20 a.m. |
| Shanghai | Chili | Mon, 11 inst. 2.30 a.m. |
| Shanghai | Kesata | Mon, 11 inst. 5 p.m. |
| Shanghai | New Mathilde | Mon, 11 inst. 5 p.m. |
| Shanghai | Haiching | Tues, 12 inst. noon. |
| Szechuen, Amoy & Poochow | Yingchow | Tues, 12 inst. 2.30 p.m. |
| Amoy | Hyogo | Tues, 12 inst. 2.30 p.m. |
| Szechuen & Szechuen | Kwangtung | Tues, 12 inst. 2.30 p.m. |
| Straits & Parcel mail only for Germany via Hamburg | Rheinfeld | Tues, 12 inst. 5 p.m. |
| Shanghai | Linan | Wed, 13 inst. 8.50 a.m. |
| Straits, Ceylon, India, Mauritius, E. & S. Africa, Egypt & Europe via Marseilles | Fushimi M. | Wed, 13 inst. 8.45 a.m. |
| Shanghai & Japan | Kitano M. | Wed, 13 inst. 10.30 a.m. |
| Shanghai | Pres. Jefferson | Wed, 13 inst. 5.30 p.m. |
| Szechuen, Amoy & Formosa | Esang | Wed, 13 inst. 5 p.m. |
| Szechuen, Amoy & Poochow | Szechuen | Wed, 13 inst. 5 p.m. |
| Shanghai & Japan | Tango M. | Thurs, 14 inst. 10.30 a.m. |
| Shanghai | Kitano M. | Thurs, 14 inst. 10.30 a.m. |
| Szechuen, Amoy & Poochow | Esang | Fri, 15 inst. noon. |

Printed and Published for the Proprietor by Frederick New
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